

SUPER STREET




THE JDM
SUPERCAR
ISSUE

VOL. 20 NO. 01 SUPERSTREETONLINE.COM
THE BEST TUNER MAG EVER!





A man with dark hair, wearing a blue and white plaid shirt, is driving a vehicle through a rocky, dusty landscape. He is looking forward with a focused expression. The vehicle's steering wheel and dashboard are visible. The background is a blurred, hilly terrain under bright sunlight.

*CHASE DOWN YOUR PASSION.
NEVER HALFWAY.*

CHRIS BURKARD
ADVENTURE PHOTOGRAPHER

To capture moments few have witnessed,
you must venture where few have gone.

The road to get there may be more
challenging, but the rewards are worth it
for those willing to brave the journey.

 **Hankook**
driving emotion





TOP SECRET

The Toyota FT-1 might be a couple years out, but here's our guess at what one of Japan's best tuners might do... We got you, Smokey!

Rendering: Jon Sibai

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THE GREATEST JAPANESE SPORTS CARS OF ALL TIME

Let's rewind the tapes back to the mid- and late '90s... Not sure about you guys, but I was your stereotypical teenage nerd—dedicated to my studies, wasn't good in sports (although I somehow made the golf team later in high school), didn't have a girlfriend or know how to talk to the opposite sex (still don't today), and every free minute I had, you could find me locked up in my room eating Pizza Rolls while playing games on my Nintendo 64, Sony PlayStation, or Gateway PC. I was innocent and oblivious to what the next 15 years would entail. That's when cars changed my life forever. I have my older brother to thank for that, bringing home Gran Turismo one day for us to play. I also have him to thank for introducing me to modified cars as I watched him mess with his 3-Series; he also hooked me up with my first digital camera, which paved the way for my dream job of becoming a magazine editor (mission accomplished!).

But back to the subject at hand... As I got into my late teens, instead of figuring out strategies on how to win my next Starcraft match, I transitioned into my newfound passion involving cars and going fast. Of course, I was broke and couldn't afford to have my own ride yet, but that didn't stop me from becoming a total car nut. I lived through my older brother and my friends' cars, watching them pour their hard-earned money (and sometimes allowances) into their pride and joys. One thing was constant among all of us, though, and that was the dream cars we looked up to—the Acura NSX, Nissan Skyline, and Toyota Supra. I later fell in love with the Mazda RX-7 and even had a brief love affair with the Mitsubishi GTO. We were nowhere near able to afford any of these vehicles, but they were our heroes—all designed in the name of high performance and all flagships of their respective brands. The icing on the cake was that they also offered lots of potential to make them faster and sexier than factory form.

These Japanese sports cars haven't been manufactured for more than a decade, but they are still regarded by many, including all of us at *Super Street*, as JDM supercars. This issue is dedicated to these heroes—the cars we hoped to own one day, and the cars that have dominated the scene over the years, whether it was drag racing, time attack, or in car show competitions. I am still that nerd who's not good at sports and has no game with girls, but if there's anything I can still appreciate from my youth, it's looking up to these iconic Japanese supercars that were special back then, and are still special today.

Sam Du
Editor-in-Chief

POWER IN NUMBERS

Are you following us on social? As media has evolved, our audience is more global and bigger than ever!



DROPPIN' KNOWLEDGE

Before you get deep into each awesome feature car in the mag, our regular contributor Aaron Bonk has put together some basic facts and history of the NSX, RX-7, GT-R, Supra, and even the 3000GT. If you're new to the game or perhaps maybe just need a quick refresher, it'll help you understand why these JDM supercars were, and still are, important to our scene.

SUPER STREET

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▶WHAT WE DID THIS MONTH?

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SAM DU @duspeed



Team Coco at Nocturnal Wonderland #squadgoals



Ready for that hard shit? #afrojackmusic



Congrats to my good friend Justin Fivella!

SEAN RUSSELL @sea_russell



Canyon drove an i8. Guy in traffic asked why we weren't in Hollywood using it to pick up girls.



The new R1 looks so futuristic on the street.



Bottoms up after a hard day shooting models.

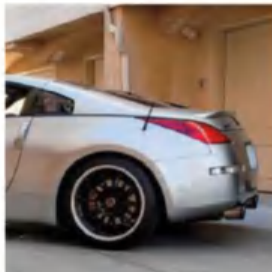
WILLIE YEE @willpwr



The one I truly miss...



Yes, that's me pushing the FD into the trailer...



I like the Z33 way more than I thought I would.

JOFEL TOLOSA @jofeltolosa



Went to the Philippines to celebrate my grandpa's 90th birthday.



Jackpot! Spam tocino on deck!



When you have the tricycle game on lock.

CAROL NGO OF MOTOR TREND @carolngo



It's just me against the world. #naturevibes



No where else I'd rather be.. #bestcoast



Happy Birthday @jdmwong!

FANTASTIC 4

We'd like to take a minute and thank the owners of our four cover cars. It's not the easiest task getting together an NSX, RX-7, Supra and Skyline all on the same day, but luckily we have great readers like these guys to bail us out!



CHAD CASTELO

Chad's ride is the "Ultimate Mugen NSX." He's updated it since our feature in the July '15 issue with anodized bronze Mugen MF-10 wheels, a GruppeM air duct bonnet and NSX-R tails with an Arc-Light LED panel kit. Doesn't get as clean as that!



ENRIQUE MUNOZ

He graced the cover of our August '15 issue, now Enrique's Supra is back with a 'lil twist... There's no denying the classic feel of the Volk Racing SF Challenges; but to switch things up, he's rocking custom 19x10/11.5" BBS Motorsport wheels.



SEAN SHOKOUB

We fell in love with Sean's RX-7 at the '15 Wekfest San Jose show... It was a no-brainer for us to invite him to our studio once we started planning out this entire JDM Supercar issue. RE-Amemiya-built rotary on U.S. soil? Can't beat that!



NICK HOGAN

Nick is the son of wrestler Hulk Hogan and to our surprise; they are both gearheads! Nick's been building Supras since his teens and now runs a shop called Manji Garage. He owns two R34 Skylines including the beauty on our cover!



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>> In '95, the NSX-T became available—"T" standing for removable Targa top.

ACURA NSX

HISTORY

WORDS Aaron Bonk

In '84, Honda commissioned car designer Pininfarina—of Italian supercar notoriety—to conceptualize an all-new mid-engine sports car for the brand that'd ultimately target Ferrari's 328. They called it the HP-X (Honda Pininfarina eXperimental), a concept car that paved the way for the prototype and later production model—the NSX (New Sportscar eXperimental)—a project led by chief designer Masahito Nakano and executive chief engineer Shigeru Uehara, both of later S2000 fame.

Honda relied on the NSX, which launched in late '89 for the '90 model year, to showcase its burgeoning technologies, most of which were derived

from its involvement with Formula One, like VTEC, and its use of what were then unconventional materials for car construction, like extruded aluminum for its chassis and titanium for its connecting rods. Honda went on to further tap into its Formula One toolbox, appointing drivers Satoru Nakajima and Ayrton Senna to help fine tune what would ultimately become one of the best handling cars ever made.

Honda offered the NSX in a variety of configurations during its 15-year run that culminated in '05, yet only 18,000 or so were ever made, making the NSX just as rare as it is exotic.



>>Original sketches from '89... It was all a dream!



>>World debut of the NSX at the Chicago Auto Show in '89.



THE GOOD

- + Lightweight aluminum body and chassis
- + Cast-aluminum, fully independent suspension
- + Ayrton Senna had a hand in the final product (just one of the greatest Formula One drivers of all time...)
- + Reliable as an Accord yet as exotic as a Ferrari

THE BAD

- Aluminum body and chassis typically unforgiving to impact
- C-series engine sorely underpowered when compared to competitors
- Many replacement parts can be costly
- Even older models are skyrocketing in price

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16, 17



Spec-R 308B
16, 17, 18 Staggered



Tech-R 307MB
16, 17, 18



Vortex 302MB
16, 17, 18, 20



Holeshot 303B
16, 17, 18



FX 207MB
15, 16, 17, 18



FX 207B
15, 16, 17, 18




TECHNICAL HIGHLIGHTS

Although no slouch, the NSX's initial 270hp and later 290hp V-6s were never its most endearing trait. It's the all-aluminum chassis and body that's its most impressive feature along with its all-aluminum independent suspension at both ends.

An ordinary aluminum suspension this is not, though. The unique system up front was the first for any production car and featured a compliance pivot that located the control arms but did so independent of the chassis for simplicity and reduced weight. At each end sits anti-sway bars, a series of aluminum braces, and enough triangulated arms and pickup points to make you just assume it's something special only because it looks so complicated.

The C-series engine that sits underneath the rear glass is more like your mother's Accord's F-series than anything else, but in a good way. Here, Honda didn't bother to reinvent the engine's cooling system, timing belt assembly, or oiling system because it didn't have to. As it turns out, the C30A1 and C32B2 did pioneer variable valve timing for the brand, though, and it is the only Honda engine to ever feature titanium connecting rods. As with any modern Honda engine, maintaining reliability well past the 100,000-mile mark from the C-series is the rule, not the exception.

LOOKING INTO THE FUTURE

Being able to actually buy the second-generation NSX will soon be a reality. Except for the fact that you probably won't have the estimated 150 racks it'll take to get one. But that's no reason for you not to get excited about the all-new supercar that'll feature roughly 550 hp by means of a twin-turbo, gas-burning V6 and a team of electric motors that'll manage torque at each corner. Unlike older models, the new 75-degree six-cylinder will be mounted longitudinally, which will lend itself better to the car's SH-AWD configuration. Honda doesn't seem to be holding any punches here; aside from the un-Honda like pair of turbos, a dry-sump oiling system will be standard along with a nine-speed, dual-clutch gearbox and a whole lot of carbon fiber. 



Models after '02 received a face-lift. Most notable changes included the fixed HID headlights, wider tires and improved suspension.



AWESOME NSX IN SS HISTORY

ESPIRIT, DECEMBER '11

Esprit takes racing very seriously, so serious they took an NSX, tore the rear apart and fabricated engine mounts so that the motor can sit longitudinally. They did this for two reasons: first, to fit a Hewland sequential transmission; second, to achieve the perfect weight distribution. As if that wasn't crazy enough, they mounted two TRUST T517S turbos to pump out 690 hp and 490 lb-ft of torque. One of the best time attack NSX builds in history? We think so!





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A blue sports car is partially visible on the left side of the frame, parked on a vast, cracked, and dry lake bed. The ground is covered in a dense pattern of irregular, polygonal cracks. In the background, a flat horizon line separates the dry lake bed from a distant, hazy landscape under a sky with soft, golden light from a low sun, creating a warm, orange glow.

THE WILD BLUE YONDER

A 23-YEAR-OLD
JAPANESE SUPERCAR
BUILT TO INSPIRE
THE FUTURE OF THE
TUNING SCENE

WORDS & PHOTOS Jofel Tolosa

It's only natural that people are hyped about the new NSX. After all, it's been more than 10 years since the production of the last NSX ended. But even with something as advanced and attractive as a three-motor Sport Hybrid and a twin-clutch seven-speed transmission, we have a gut feeling the earlier generations won't be forgotten that easily—which brings us to this show-stopping '92 example that stole the SEMA show last year. Robert Chew became the first NSX owner to complete a Rocket Bunny widebody conversion.

"Growing up early in the scene, it was all about Hondas," Robert began. "I was always around them back in high school and the NSX was the unattainable dream, the flagship car. The initial goal was to purchase the car and go with a clean NSX-R type look, but that direction took a drastic turn when I was contacted for the Rocket Bunny opportunity." The NSX-R look and Rocket Bunny widebody are as opposite as it gets. Robert was sure to piss off the purists, but he was OK with that. As of press time, his car is one of two Rocket Bunny NSXs in the entire world (the only one in the U.S.). The other example belongs to Kei Miura of TRA Kyoto—the lead designer of Rocket Bunny, of course.

Taking a closer look at the kit for the NSX, you'll notice this isn't as easy of an affair as the Rocket Bunny kits for the Scion FR-S in comparison—we're talking a full body conversion with a lot more than just fender cutting. Inspired by JGTC, Miura-san designed the front-end as one-piece that includes the fenders, bumper, and hood. Taking styling cues from BenSopra, the one-piece front end is a clamshell cowl that pivots towards the front of the car. In the rear, a huge chunk of the rear arches were cut off and replaced with a rear cover that has the popular bumper-less look we've been seeing on Rocket Bunny Nissan S13 conversions. Normally you'd find either a ducktail wing or a GT wing next, but for this NSX, it has both.

A proper set of Rocket Bunny 6666 wheels produced by Enkei was painted matte black to round up the exterior. As you can imagine with a build like this, a lot of work had to be done, but even with critical parts stuck at port and customs, Robert and the guys at Autofashion in San Diego still managed to put the entire car together 10 days prior to SEMA (*And we thought we had it bad for our Scion Tuner Challenge!*).

Rest assured, this isn't just a pretty car with blue chrome wrap. The C30A motor was rebuilt with forged internals and given some good ol' forced induction with an ever-so-arousing supercharger from GruppeM. The kit is based around an Eaton Roots-style blower and designed by GruppeM founder and president Mamoru Ogose. With all the other upgrades to the engine, Robert's NSX is pushing roughly 316 hp and 253 lb-ft of torque. "The GruppeM supercharger is probably the most rare part on the car," Robert explained. "I looked for this engine setup for about two years. The supercharger makes

"Modifying cars has been my hobby since a young age and I'd love to see more of the future generations involved."



TUNING MENU '91 ACURA NSX

OWNER ROBERT CHEW

HOMETOWN LOS ANGELES, CA

OCCUPATION ACCOUNT DIRECTOR FOR IGNITION MARKETING GROUP

POWER 316 hp; 253 lb.-ft of torque

ENGINE 3.0L DOHC VTEC C30A with SOS forged internals; Downforce USA intake funnel; GruppeM supercharger;

MASTERwerk straight pipe exhaust

DRIVETRAIN SOS Sport clutch, flywheel; NSX-R/JDM shortened gears

ENGINE MANAGEMENT AEM EMS

FOOTWORK & CHASSIS AirREX air suspension kit with digital wireless control

WHEELS & TIRES 17x8" front, 17x9" rear Rocket Bunny x Enkei 6666 wheels; 235/40R17 front, 255/40R17 Nitto NT05 tires

EXTERIOR Rocket Bunny kit; Avery Dennis Blue Chrome wrap

INTERIOR Bride Stradia II Low Max carbon-Kevlar seats, seat rails; Takata Drift III Race harnesses; Personal steering wheel; NSX-R shift knob, mesh shift boot; GruppeM boost gauge; custom Hennesy Inspired Autofashion trunk setup

THANKS YOU God, my family and my girlfriend Yuri for being patient with my hobby; Freddie, Kevin, Elroy and everyone in the Autofashion family for helping—this build would not have been possible without you guys; Jim Pan from Tuner Galleria; Harry from Nitto Tire; AirREX USA; Bride; Erica from JHP USA; Brian Fox from Takata USA; Joey and Ryan from Stickeydijoe; everyone in the RAW HEART family; Garret at SGD; Avery Dennison and Mikey Lee and Master at Project Wraps for taking on the project



>>The GruppeM supercharger was designed to take down the 270hp Ferrari 328 during its time.



less power than some of the Comptech setups, but I wanted it because it was period correct and cost up to \$10,000 in the early '90s."

Although Robert's plans for an NSX-R clone were scrapped, the interior still pays homage to the legendary Honda with an NSX-R shift knob and shift boot. Keeping him and his girlfriend Yuri strapped down are a pair Bride carbon-Kevlar seats with Takata harnesses. Open what's left of the rear and you'll find a Hennessy-inspired AirREX trunk setup—apparently the drink of choice around Autofashion (*Drinks on Freddie. - SD*).

"What I really love about the car is how other people react. Statistically, kids and people in general care less and less about cars these days. Yet, everywhere I go whether in a parking lot or freeway, people go crazy over this car and start taking pictures or asking questions with huge smiles. I hope that builds like this can reinvigorate interest in cars and tuning specifically. Modifying cars has been my hobby since a young age and I'd love to see more of the future generations involved," concluded Robert. This Rocket Bunny build might not be exactly the car Robert envisioned when he first wanted an NSX back in high school, but what he accomplished has made a greater impact on the community more than any NSX-R clone could ever do. 🇺🇸



>>"But officer, I swear it's not Hennessy..."



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HI OF ALL TIME

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NEAL S. BLAISDELL
CENTER—HONOLULU, HI

WORDS **Sam Du** PHOTOS **Sam Du, Sheldon Yang**

The 808 state's aftermarket car community continues to grow every year and introduce younger enthusiasts to the scene. While shows in Hawaii don't quite match up to the big city shows we have on the mainland, the small population there seems to foster a large number of car enthusiasts, and we see that more and more, just like when we made the trek to the sixth official SpoCom Hawaii show. We haven't attended

every event personally, but we can attest that this year's attendance was the largest to date! It was such a hit, it even required an additional hall at the Neil S. Blaisdell Center to accommodate the 220+ show cars—something that hasn't been done in ages. For a complete photo gallery, visit superstreetonline.com, but we've highlighted the nine most important things you might have missed!



Alex Ching's Nissan 240SX with Odyvia front end, CCW wheels, and a turbocharged KA engine won our Editor's Choice Award!



Steven Bolo's S14 bay is beautiful with an LS—a swap not too common on the island.



No denying why Lance Harano's Sprinter Trueno (featured SS 6/11) continues to win Best of Show at every event!



Another California visitor and a friend of *Super Street*, Nicole Leigh.



All a Jaguar F-Type needs is a sick slam and BBS wheels.



The Racesauce.com squad always takes care of us when we're in town. See you at Ginza!



We heard the owner of this Toyota Sienna shipped his van in from Maui. It's bagged and has a wicked HKS supercharger setup. Mad props!



Honda scene still killin' it in Hawaii, especially with cars like this 500+hp turbocharged K20 Civic.

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**BETTER
WITH
AGE**



OVER TWO DECADES AND STILL THE MOST WANTED

WORDS **Rodrez** PHOTOS **Sam Du, Jofel Tolosa**

It's the fine wine of import automotive icons, as it seems to only get better with age. Considered a dream car by most accounts, the NSX lands at the top of most fantasy-based garage wish lists whenever the question is posed. And while the purist will tell you that the car should never, ever be modified beyond a few choice additions in order to preserve its original state, visionaries like Josue Tovar have a different train of thought.

Like most Honda enthusiasts, Josue felt that the NSX was undoubtedly the Holy Grail, but price and availability kept it at arm's length. It wasn't until his finances and a bit of lucky timing crossed paths that he was officially in the market. He states, "When I saw the deal, the price was just too good. I knew if I didn't jump on it right away, I was going to regret it. I'd just sold a property and had some money left over. Instead of re-investing it, I figured now was the time."

Enjoying a car like the NSX in stock form isn't very difficult and Josue was content, keeping any thoughts of heavy

modifications at bay. That all changed when the car experienced its first bout of downtime. He adds, "About a month in, the clutch goes out. I was going to just keep the car close to stock, but with the clutch on back order for two to three months, I decided to start ordering parts."

Wheels are typically the first area of attack with Acura's flagship and to satisfy the look and feel, Josue opted for a set of black TE37s. Not long after, his friend and fellow "Stoopidlow" teammate, Tho Ly, had gone through the process of having his Sprint Hart wheels disassembled and re-barrelled for his S2000. Fitment issues arose and the 18x11" rear, 18x9.5" front custom rollers were soon purchased for the NSX. Housing the aggressive wheels wouldn't be possible with the factory aluminum corners, so a plan of attack was devised and the once stock-bodied NSX was set to bulk up.

To update the car's front end, an OEM bumper from a newer NSX was retrofitted, followed by carbon head light covers that protect custom HID projectors. All four corners received fender flares that increase the width of the Acura by what seems like feet rather than inches. The newfound real estate beyond each fender allowed the custom wheels to sit comfortably even when the adjustable K-Sport air suspension was brought all the way down. To complement the additional girth, the car's flanks were fitted with Wings West side skirts and carbon-fiber air vents and a Racing Factory Yamamoto diffuser was attached to the rear via Black Market Racing's custom brackets. Instead of painting the aero additions to match the car, a complete color change was in





order and orchestrated by Slickshot, a shop that Josue worked with previously on the boosted S2000 he also owns.

Once considered a technological marvel, the V-6 that sits just behind the vehicle's occupants is no doubt a performer, but after more than two decades, Josue felt the 3.0L was in need of some additional grunt. Tomei cams and Ferrea dual valvesprings and retainers made up the top end changes, accompanied by DC Sports headers and exhaust to help free up spent gases.

Changes in the driver's quarters consist of Bride Gias II buckets with Takata harnesses replacing the stock leathers, a Racing Factory Yamamoto rollbar, and MOMO steering wheel and weighted shift knob relieving the stock pieces.

As with any build, phases come and go and the idea cogs continue turning day in and day out. Josue adds, "I love how the car is turning out but as it sits now, it's nowhere near being done. I have big things coming for this car that you just have to wait and see." Prodded further, Josue admits that a twin-turbo kit via Black Market Racing is in the works, as is a big brake kit and few other tricks up his sleeve. This classic just gets better and better...



VTEC HITS U.S. SHORES

Though the '92 Integra GS-R is often thought of as the car that brought VTEC technology to the U.S. market, it was actually the NSX that deserves that credit. The Hondas of Japan first saw the advent of VTEC in the B16A used in the '89.5 Integra XSi and later, select CR-X and Civic models. Stateside, however, it was Honda's rear-wheel-drive sports car that brought about the phenomenon. It's not hard to forget that the NSX was the first, as most Honda fanatics never had the opportunity to ride in what was considered a supercar during the '90s. The VTEC experience was much more attainable through the DB2 Integra's B17A mill.



>> We dig how aggressive the rear is with the GT wing and Racing Factory Yamamoto diffuser.

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TUNING MENU '93 ACURA NSX

OWNER JOSUE TOVAR

HOMETOWN PHOENIX, AZ

OCCUPATION CONSTRUCTION AND REMODELING

ENGINE 3.0L DOHC VTEC C30A engine with 9.5:1 JE Pistons; Tomei cams; Ferrea dual valvesprings and retainers; DC Sports headers and exhaust; Flowmaster resonators

DRIVETRAIN five-speed manual transmission

FOOTWORK & CHASSIS KSport air suspension

BRAKES stock

WHEELS & TIRES 18x9.5" +15 front, 18x11" +15 rear re-barrelled Sprint Hart CP-R wheels; 225/35R18 front, 255/35R18 rear Pirelli P Zero Nero GT tires

EXTERIOR retrofit OEM front bumper; carbon-fiber headlight covers with HID projector headlights; carbon-fiber vented hood, pillars and side vents; Wings West side skirts; CCSNA1 fender flares; APR custom front and side splitters, GT 500 wing; Racing Factory Yamamoto rear diffuser; Wine Candy Red paint by Slickshot Autobody

INTERIOR Bride Glas II seats; Takata four-point harnesses; MOMO steering wheel; weighted shift knob

THANKS YOU Black Market Racing and Slickshot; everyone at Stoopidlow for those long nights helping me get the car ready



>>For some reason, we don't mind this NSX is on air... It looks tough!



>>"Cruising down Beverly Hills in my NA1..."

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MAZDA RX-7

WORDS Aaron Bonk



HISTORY

The Mazda RX-7 was born in the late '70s, but it wasn't until its third iteration was released for the '93 model year that most enthusiasts really began to care about it. Sold in the U.S. for just three years, the final-generation RX-7 makes for one of the rarest Japanese supercars ever sold in America—if for no other reason than a few years, just wasn't a whole lot of time to rack up impressive sales figures.

The FD chassis made its rounds throughout the rest of the world for much longer, though, resulting in nearly 70,000 of them being sold worldwide. As a result, the third-time model achieved all sorts of motorsports success, which can mostly be attributed to its exceptional handling characteristics and proper balance. It's also proof that the twin-turbocharged 13B-REW rotary engine that you think is a temperamental turd of a time bomb—because the internet says so—just might actually be something very special. Here, Mazda became the only Japanese make to have ever won the 24 Hours of Le Mans and went on to show face within IMSA, the 24 Hours of Daytona, and the British Touring Car Championship.



>>Bridge-ported 13B from Pro Shop Fukuh Japan making 513 whp and 398 lb-ft of torque!

TECHNICAL HIGHLIGHTS

For years, Mazda's 1.3L sequentially turbocharged rotary engine's gotten a bad rep, mostly because of overzealous and ham-fisted loons, their hardware store boost controllers, and their failure to grasp air-to-fuel ratios. As it turns out, though, the world's first mass-produced, sequentially turbocharged engine is a special one, and is something that shouldn't go unappreciated. First, its pair of sequentially timed turbos was as impressive as it was complex. The results were 261 hp that came on at 1,800 rpm and didn't quit until its 8,000-rpm redline. Significant power increases meant ditching the twin setup but, for most, complementing the two Hitachi turbos with more boost and more fuel often yielded more than any rational person would know what to do with on the street.

It's the RX-7's suspension and chassis that epitomizes its finesse, though. The low center of gravity, front-midship engine and drivetrain layout, and balanced weight distribution make the third-generation model as communicative and as well handling as many of today's sports cars. All of this was a priority for Mazda's engineers, who set out to ensure the RX-7 remained as rigid and as light as possible, the latter of which was accomplished by means of cast-aluminum suspension arms that reduced unsprung weight considerably.

THE GOOD

- ✦ Whip-snapping, well-balanced chassis
- ✦ Ideal 50/50 weight distribution
- ✦ Timeless, modern-looking body style
- ✦ Sequentially turbocharged but with smooth, linear power curve

THE BAD

- Rotary engine learning curve
- Most 13B-REWs already thoroughly abused
- Some replacement parts difficult to source
- Rust-prone body and chassis

>>While this is a FC Body, perhaps there's no rotary hero like this '91 IMSA RX-7 GTO with a four-rotor 26B that makes 640hp!



>>Where it all started in the late seventies... The first-gen RX-7 replaced the RX-3 and was powered by a Wankel engine with either 105 hp or 115 hp.

AWESOME RX-7 IN HISTORY

When you think of badass rotary tuners, not much comes to mind except the tuning powerhouse that Isami Amemiya built back in '74. RE-Amemiya has built track superstars from Super GT to D1 Grand Prix. This Hurricane 7 featured in September '11 is a modified version of their Super GT300 car. Powered by a 20B, it ran a 1:42 at Fuji Speedway back in the day as well as a 1:29.8 at Sydney Motorsport Park during the '12 World Time Attack Challenge. The car is still around so don't be surprised if they decide to break it out for another go at a time attack record!



HOW THE 13B-REW ROTARY WORKS

Mazda's time-honored 13B rotary engine's reinvented itself over the years, culminating into the twin-turbocharged 13B-REW that you're just as scared of as you are impressed. It's the missing valves, pistons, and connecting rods that freak you out, but that shouldn't matter; rotary engines can be just as reliable as and need not be any more mysterious than any other conventional four-stroke engine.

First, your piston-based engine experiences all four cycles happen within the same cylinders. With rotaries, intake, compression, combustion, and exhaust events occur in their own spaces. It's all based around a sort of triangular-shaped, three-lobe rotor—an epitrochoid—that's driven by an eccentric shaft and spins inside of a peanut-shaped housing all while orbiting within it. Here, the engine's four cycles take place between the rotor's outer edges and its housing as the rotor rotates. As the rotor spins, its drawn closer to and farther away from its housing, allowing gases to expand and contract much like a piston would accomplish inside of a cylinder. Typically, rotary engines are able to produce more power per size when compared to piston-based engines since, here, combustion occurs twice as often. The absence of a rotating assembly, camshafts, and valvetrain also mean they're able to spin a bit higher in most cases and do so a whole lot smoother.



WHERE TO FIND ONE AND FOR HOW MUCH

As far as Japanese sports cars go, the third-generation RX-7 isn't all that expensive to get into. Pick up a solid specimen for around \$20K; add another \$5,000 if you want something nearly perfect and take away the same if you're willing to put in some sweat (and fiscal) equity. Low production figures mean used RX-7s aren't abounding, but at any given time eBay will reveal a dozen or so candidates up for grabs.

RX-7 REPLACEMENT?

The problem with rumors of an RX-7 replacement coming anytime soon is just that—they're rumors. The impending release of a '17 model with rotary engine and all and that coincided with the 50th anniversary of Mazda's Cosmo Sport sounded like it ought to happen, but sadly all signs point to '20 as the soonest anything like that'll ever occur (yes, another four years from now! Sad face...). Those same signs also point to a naturally aspirated rotary, which may make the RX-7 successor's job of actually succeeding the third-generation model with any semblance of nostalgia that much tougher. That's mostly because turbochargers and rotary engines often don't mix well in terms of emissions, though, but a lot can change in a little over four years. Fingers crossed. 🍀



LIVING THE DREAM

WORDS **Steve Enomoto** PHOTOS **Jorge Nunez**
PHOTO PROCESSING **Ryan Lugo**

MEET A
CALIFORNIA
ENTHUSIAST
WHO OWNS AND
DRIVES ONE OF
JAPAN'S MOST
ICONIC JDM
SPORTS CARS

You can be the greatest, you can be the best, you can be the King Kong bangin' on your chest. In the JDM world, these keywords defiant of a massive ape banging its chest represent the rotary tuning giant RE-Amemiya. The entire rotary and RX-7 industry roots stem from this pioneer, which started in '74. The founder, Isami Amemiya, has expanded its motorsports scope to such sanctions as D1 Grand Prix and Super GT. But like the most of us, RE started in the streets and grassroots racing. Back in '80s, when public "racing" activities were rampant in Japan, Amemiya-san could be found piloting variously tuned SA22 RX-7s, whether on the dragstrip, top speed trials, or even cross-country cannonball runs.





»Bridge-ported 13B built by RE-Amemiya in Japan makes close to 500 ponies!

TUNING MENU '98 MAZDA RX-7

OWNER SEAN SHOKUOH

HOMETOWN FOLSOM, CA

OCCUPATION OWNER OF JDM PALACE

POWER 475 hp on race fuel

ENGINE 13B-RE with full-bridge port; block built by RE-Amemiya; TRUST/GReddy TD07 turbo, stainless exhaust manifold, intercooler with V-mount setup; Ron Davis radiator with V-mount setup; Fujita big throttle body; 90mm stainless exhaust; HKS air induction filter, HKS Twin Power ignition; 350-lph Walbro in-tank fuel pump; SARD collector tank, fuel pump, 1000cc injectors; Optima battery

DRIVETRAIN OS Giken five-speed manual transmission, twin-plate clutch; RE-Amemiya limited-slip differential; 4.3 final gear; C's short shifter

ENGINE MANAGEMENT A'PEXi Power FC and Commander; custom wiring harness; GReddy P'rotec Type S; Defi gauges; HKS turbo timer

FOOTWORK & CHASSIS Aragosta Special Circuit coilovers; 16kg HyperCoil springs; SuperNow pillow arms, billet engine mounts, inner and outer tie rods; Cosco sway bars; Autoex tower braces, lower chassis stiffening braces; GReddy transmission brace; Feed fender brace; Sparco front tow hook; RE-Amemiya rear tow hook, lower radiator/sway bar chassis brace

BRAKES Brembo F50/F40 calipers; Endless floating rotors and hats; custom brackets; Project Mu pads; Tilton proportioning valve

WHEELS & TIRES 18x10.5" front, 18x11" rear Volk Racing TE37SL wheels; 265/35R18 front, 285/30R18 Toyo R888 tires

EXTERIOR RE-Amemiya AD-GT aero kit with bumpers, front fenders and rear over-fenders, carbon-fiber rear diffuser, front under sweep, side and fender diffusers, rear wind generator, canards, sleek lights, aero mirrors; R-Magic Racing carbon-fiber hood; Voltex carbon-fiber GT wing; SexyStyle rear lower wing and light covers; Mazdaspeed roof wing; Tamara Racing F1 carbon-fiber third brake light

INTERIOR RE-Amemiya carbon-fiber meter panel, 300km meter, steering wheel; R-Magic carbon-fiber gauge pod, Power FC holder; Recaro SPG Pro Racer and SPG3 seats; Sabell harnesses; Bride brackets; Manny rollcage; JoyFast weighted shift knob

THANKS YOU RE-Amemiya; JDM Palace

» Volk Racing TE37SL wheels were made for this car!



MEMOIRS OF A MIATA

Sean might possibly be one of the most hard-core JDM Mazda guys we know—just take a look at his '96 Miata we featured in the September '12 issue. Zeal coilovers, Endless brakes, BBS wheels, a very rare Pit Crew Racing front end, plus much more. It's quite possibly one of the sickest JDM-themed Miata builds we've seen stateside!

Fast-forward and the brand Amemiya-san created more than 40 years ago is regarded as the Holy Grail for hard-core Mazda fans. Sean Shokuoh of Northern California is one enthusiast who has kept his eye on RE-Amemiya since he knew how a rotary worked. Sean has devoted much of his life to Mazdas and racing. He also owns a company called JDM Palace, which imports all the Japanese goodies you can think of such as Junction Produce, Aimgain, and more. He built a '96 Mazda Miata that was published in *Super Street* four years ago; however, the two-seat roadster was more of a sunny day cruiser and show car than a car he could whip around the track. It was time for Sean to bring out the big guns...

We discovered this RE-Amemiya-built FD3S, which made its debut at Wekfest San Jose last year—Sean's ace in the hole. Many speculated that the vehicle was built by conventional means in which an aero kit was shipped over from Japan, then painted and installed in California. The rumors of the engine being built by some stateside rotary shop were also going around. Boy, they couldn't be more wrong... The truth is, this vehicle was manufactured by RE-Amemiya in Chiba, Japan—even the VIN plate reads "RE." It was then raced for several years on some of Japan's most prestigious racetracks before it was retired and put up for sale. Sean was able to find a way to purchase the car from its previous owner, load it on a container, and ship it stateside to make it his new personal weekend toy.

With a turnkey race car that was designed to take on plenty of abuse, Sean was having the time of his life driving a piece

"This vehicle was manufactured by RE-Amemiya in Chiba, Japan."



>>>No creature comforts here, all business.



>>>RE cluster and carbon dash—more signs of JDM goodness.



of JDM supercar history. That is, until his fourth race when the rotary went kaboom. The sensible solution? One would think to take the car to the nearest Mazda specialist and rebuild it. For Sean, he placed an order to RE-Amemiya for a full bridge-ported Wankel. It was only a matter of months until the new 13B arrived and Sean was back on track putting his RE-Amemiya RX-7 around Northern California's local road courses.

If you are a pure rotary head, or even a JDM purist, this machine will give you goose bumps. It must be seen in person! When we interviewed Sean, it actually felt good not to hear the ol' excuse, "Oh, I love RX-7s, but I hate how fragile the 13B is, so I swapped it for a 2J/LS." If you're a real race junkie, you know power is not everything. It's more about how the powerplant can efficiently relate to the rest of the chassis. Many RX-7 owners in the U.S. have a power-hungry mentality, which clashes with what RE-Amemiya and several other JDM tuners have believed in for years—responsiveness and balance are key. Sean doesn't have plans to set the next time attack record or even drive it on the street, but his machine is designed to handle Japan's finest tracks, such as Fuji Speedway and Tskuba Circuit, with its balance of power, weight, and control. And perhaps the best part about it for us is that you can save yourself a trip to Japan to witness an actual RE-Amemiya-built FD3S scream down a track. Just listen for him in our own backyards of California. 🇯🇵

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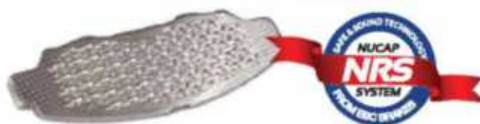
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NISSAN SKYLINE GT-R



WORDS Aaron Bonk



HISTORY

Nissan's Skyline has been around and, for the most part, unavailable to the average American fanboy since '57.

It'd take another three and a half decades or so for you to care, though, and the same amount of time before a model was introduced that'd you'd pretend you'd someday own.

We're talking about Nissan's R32 and R33 Skylines, both of which their GT-R trims set the stage for two decades worth of boy-racer video games, a Hollywood blockbuster franchise that skirted the line of what was actually realistic and what was just plain ridiculous, and the basis for American import car lovers' automotive bucket lists that almost always go unfulfilled.

Like any Japanese supercar worth its factory-supplied turbo, Nissan's designers targeted the weaknesses of some sort of already-established and expensive piece of European machinery, which in the case of the GT-R was Porsche's 959. And it worked. The R32, specifically, dominated JTCC races and the Group N series in its homeland where the GT-R's presence is most widely known.

Out of all of Japan's late-twentieth-century supercar lineup, the GT-R no doubt remains the most elusive, mostly because American car buyer's have never been privy to it without paying all sorts of premiums and dealing with the sort of bureaucracies that are often associated with transporting a car from one country to another.

TECHNICAL HIGHLIGHTS

Both the R32 and R33 GT-Rs were powered by a similar RB26DETT engine and an all-wheel-drive layout. The 2.6L, twin-cam, inline-six lays down a maximum of 280 hp and 289 lb-ft of torque without even trying and remains the most powerful

WHOSE CAR IS THAT?

This R34 GT-R actually had come into our studio. Wait...an authentic R34 in California? Some do exist! The car is owned by local shop Manji Garage and was kept more or less stock due to the previous owner of the car passing away. Already installed on the vehicle were APEXi intake, intercooler and exhaust, plus HKS Hypermax coilovers and Manaray Sport Hyper Revolution wheels. Manji Garage tells us the car makes 380 hp with all the bolt-ons and is simply a blast to drive—especially through Los Angeles where we break our necks every time we see a Skyline!





RB engine among Nissan's lineup—also has the most potential. It shares an architecture similar to the smaller 2.5L engine but features individual throttle bodies and parallel-mounted, twin turbochargers. And like the Supra's 2JZ engine, it too features a cast-iron and nearly indestructible engine block of which boost practically knows no bounds.

It's the all-wheel-drive layout that makes the GT-R the special car that it is, though. Here, the longitudinally mounted engine up front is mated to a conventional, rear-wheel-drive sort of transmission, essentially allowing it to behave more like something powered by its hind end until you let things get out of control. Nissan accomplishes all of this with ATTESA (Advanced Total Traction Engineering System for All-Terrain). The system's based off of a conventional rear-wheel-drive gearbox that drives the rear differential via a standard tailshaft. At the end of the transmission sits the all-wheel-drive transfer case of which a short driveshaft transverses back to the front wheels through another differential. Inside the transfer case, a multi-plate clutch pack distributes torque. Information like G-force, boost pressure, throttle position, and individual wheel speed is fed into the computer. If traction's lost, the clutches intervene, engaging and sending torque to the appropriate wheels.

WHERE TO FIND ONE AND FOR HOW MUCH

You ever finding a R32, R33 or R34 GT-R is a hundred times harder than scouring Craigslist for 20 minutes for a used 240. The federal government has all sorts of reasons why they'd rather you not own one, which makes doing so legally more expensive than you'd like. Set aside at least 25 grand for something at least 25 years old, which is how far back you'll have to go to obtain one by the rules in the U.S. Look to firms like International Vehicle Importers (importavehicle.com) instead of going it alone, though, who can handle all of the technicalities and paperwork for you.

THE GOOD

- ✦ High-horsepower-capable RB26DETT engine
- ✦ Legendary ATTESA AWD layout
- ✦ Twin-turbocharged from the factory
- ✦ Nearly indestructible short-block

THE BAD

- Challenging to legally own in the U.S.
- Smaller inventory to choose from
- Repair parts must be sourced from overseas
- Exorbitant insurance costs

AWESOME SKYLINE IN HISTORY

The saying "don't judge a book by its cover" must've been talking about the Mine's R34 GT-R. The stock-looking engine bay will fool you, but the harsh reality is that the RB26 is pushing over 600 hp. We love it even more because it graced our March '07 cover and ran the '06 Super Lap Event in our own backyard... Bring it back, please!



GODZILLA TODAY

Two things make Nissan's latest GT-R—the R35—a whole lot different than its predecessors: even you can buy one (if you had the money), and a 550hp V6 replaces the time-honored inline engine. Yeah, the RB was special, but not as special as a couple hundred more horsepower, which the R35 needs after tipping the scales on the bad side of 3,800 pounds. Its all-wheel-drive architecture is different, too. Here, a driveshaft spans from the engine to the transmission, which is located out back, and another that spans from the transmission back to the front. While older GT-R center differentials make due with mechanical feedback, the R35 relies on a series of electrical sensors and hydraulically actuated clutches. Despite all of that, though, the R35 retails for more than a hundred grand, which means you shopping for a used R32 all of a sudden makes a whole lot more sense. 🇯🇵



»When the production model R35 made waves at the '07 Tokyo Motor Show.



»Early drawings of R35 GT-R from '05.

WONDER DOWN UNDER

MEET ONE OF AUSTRALIA'S
FASTEST STREET CARS...



WORDS BY **Brad Lord**
PHOTOS BY **Alastair Ritchie**

There's no denying the effect wide fenders, big wings, and carbon fiber can have on the way a car looks—it's a recipe that works more often than not. But sometimes it's just not necessary, and something as simple as the right set of wheels matched to a fitting ride height is all that's required to take a car to that next level. It's that sort of restrained modifying methodology that initially led us to this '98 Nissan Skyline GT-R in the first place. What's under the hood, however, convinced us to hang around and take a closer look.

As a right-hand drive nation that has allowed its population access to used JDM machines for more than two decades now (although not without some restrictions), Australia has a thriving modified Japan street car culture, and one that's largely built around horsepower. Nissans are a favorite, so when you factor in the BNR32's utter domination of V-8-bred Australian touring car racing in the early '90s, it's little wonder that Skylines of the GT-R variety are revered in this part of the world.

Like so many other Australian GT-R owners, Mushin Ali found his way into this late-model BCNR33 through another imported Skyline—specifically an R34 GT-T. Despite being a pretty solid package in its own right, for what Mushin had his mind set on doing, the GT-T's 2.5L RB25 was never going to cut it. Instead, he found what he was looking for in this previous-generation GT-R, aka JET26L.



From the outset, Mushin's idea was to take the largely original R33 and build it up into a tough yet fully streetable weekend machine capable of running quick e.t.'s on the strip when the need arises. And this is where Sydney's Just Engine Management comes into the picture. Despite its name, JEM is a multifaceted operation with a reputation in the local community for its ability to build badass Skylines. With JEM's owner and head tuner, Adam Neish, providing guidance, a plan of attack was devised and Mushin's GT-R went under the knife.

Although it was heavier than the original RB26-powered GT-R (3,400 pounds for the BCNR33 versus 3,146 pounds for the BNR32), Nissan addressed some of the R32's shortcomings in the R33, providing a strong foundation for tuners to build on. That's an important thing in this instance, because rather than going down the route that many other Australian GT-R owners in search of ultimate street performance do these days—namely an RB30-based engine with an automatic drag-spec transmission behind it—Mushin was hell-bent on sticking to the Skyline's original script.





>>No denying it's a full street car, especially with a pristine-condition factory interior.

TUNING MENU '98 NISSAN SKYLINE GT-R

OWNER MUSHIN ALI

HOMETOWN SYDNEY, AUSTRALIA

OCCUPATION MECHANIC

ENGINE 2.6L RB26DETT DOHC 24V inline-six with Argo I-beam rods; JE forged 8.5:1 pistons; HKS 272-degree camshafts, stainless muffler; Supertech 1mm oversized valves, double valvesprings; Precision Turbo PT6466 turbocharger; dual TiAL 38mm wastegates; JEM intercooler and piping, intake box, oil catch can; Turbo-1 Fabrications exhaust manifold; 3.5" exhaust; high-flow cat; Bosch Motorsport dual fuel pumps, 2,000cc injectors; 6-liter surge tank

DRIVETRAIN Five-speed manual with OS Giken R3C triple-plate clutch, billet flywheel; Cosco 1-way front LSD; factory rear active LSD, driveshafts and axles

ENGINE MANAGEMENT Haltech Platinum Pro plug-in

FOOTWORK & CHASSIS HSD MonoPro adjustable coilovers; Whiteline sway bars; ZSS rear camber arms; Hardrace rear traction rods

BRAKES Factory Brembo calipers; DBA slotted rotors; EBC Greenstuff pads

WHEELS & TIRES 18x10.5" +22 Work Emotion D9R wheels; 285/30R18 Federal 595 RS-R tires

EXTERIOR Bone stock but looks so good!

INTERIOR Shadow boost gauge; Zeitronix ZR-2 wideband meter; Kenwood head unit

THANKS YOU Adam Neish (tuner and owner of Just Engine Management); Hamza Gharrawi (engine builder at JEM); Waseen Sahib of JEM; Sonny from Turbo-1 Fabrications



"...SOMETHING AS SIMPLE AS THE RIGHT SET OF WHEELS MATCHED TO A FITTING RIDE HEIGHT IS ALL THAT'S REQUIRED TO TAKE A CAR TO THAT NEXT LEVEL."

According to JEM's in-house dyno, 807 hp is generated by Mushin's RB26 engine—an impressive figure considering it still maintains the factory crank and 2.6L capacity. Of course, some serious power-making components were called for, and on top of 8.5:1 forged JE pistons, there are Argo I-beam rods, a cylinder head that features HKS 272-degree cams, and a Supertech valvetrain for easy 8,000-rpm-plus pulls. Then, things got real in the turbo department... Where once a pair of small T25-based Garretts resided, you'll now find a single Precision Turbo PT6466 perched on a custom Turbo-1 manifold and running dual TiAL wastegates. It's not hard to miss. There's the expected stuff, too: a large front-mounted intercooler, a custom 3.5-inch exhaust complete with high-flow cat to keep on the good side of the authorities, and a suitably spec'd fuel system comprising of 2,000cc injectors, twin high-flow fuel pumps, and a 1.6-gallon surge tank mounted underneath the car. An Australian-made Haltech Platinum Pro engine management system gives the

correct firing orders.

A number of the Skyline's original drivetrain components have been retained—the five-speed manual tranny and active limited-slip rear included. The aftermarket bits come in the form of an OS Giken triple-plate clutch and flywheel and a Cosco one-way front LSD. To date, the whole package has stood up to everything Mushin has thrown at it—hard launches notwithstanding. Elsewhere around the underside, you'll find HSD MonoPro coilovers, Whiteline sway bars, ZSS rear camber arms, and Hardrace rear traction rods. A slight upgrade to the factory Brembos was added with DBA slotted rotors and EBC pads.

The R33's factory-pumped fenders have an ability to swallow up large wheels with ease, in this case 18x10.5" matte bronze Work Emotion D9Rs. From a performance perspective, wide rims were a requisite when the Skyline's power increased almost 300 percent—wrapped in 285/30R18 semi-slicks, they do a good job of translating all of the Nissan's might to traction.



>>The beauty of this GT-R lies under the hood with an RB26 dyno-tuned to 800+hp.



>>100,000+ kilometers on the odometer—no trailer queen by any means!



>> Factory Brembos feature DBA rotors and EBC pads for a little more bite and improved wear.

Wheels aside, one of the defining aspects of the Skyline is its factory-original exterior, which goes as far as the OEM Super Clear Red paint. There are, of course, plenty of routes that Mushin could have taken, considering the amount of body kit options out there, but he had no interest in messing with the GT-R's timeless design, and you have to respect that. The same thinking has been carried over to the interior as well, and the immaculate series three trim, dashboard, seats, and steering wheel are all as Nissan intended them to be. The only additions are a Zeitronix wideband meter and Shadow boost gauge.

Having a GT-R like this in the garage is a dream of many, but for Mushin, it's an absolute reality. "When you get in the car, you just want to thrash it," he told us. But don't go thinking that it all ends here, because according to Mushin, there's still plenty more work to do in order to completely fulfill his original vision. The plans are pretty serious and will inevitably involve a Tomei or Nitto Performance Engineering 2.8L conversion, an even bigger turbo to match the increased capacity, plus an OS Giken OS88 six-speed sequential gearbox. With closer to four-figure-deep output and the ability to machine-gun through the gears, the future's looking very fast for JET26L—even if the license plate won't fit for much longer. 🇯🇵



SUPER STREET HOLIDAY GIFT GUIDE

It's that time of year where giving to others takes precedence over buying car parts for yourself. Let's face it, some of us aren't talented in the gift giving department. But don't worry, we got your back! Here are a few gift ideas that will make you look like a rockstar. We picked gifts for those on a tight budget but also for the people who are just ballin' out of control. Happy holidays!

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rivaaudio.com

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speeddawg.com



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■ TIMEPIECES DANIEL STEIGER VELOCITY WATCH

Daniel Steiger's Velocity features a checkered flag face and tire track band. Constructed from premium grade solid stainless steel, it's designed with a striking looking accented aluminum crown, accented white luminous hands, and colored sub-dials. Normally \$159, use the code SUPVE when ordering through the website or Timepieces' toll-free line (877-550-9876) to purchase the watch for only \$99.

timepiecesusa.com

\$100 to \$200



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koyoradracing.com



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voxxwheel.com

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■ MOMO PROTOTIPO MAGNUS WALKER SIGNATURE SERIES STEERING WHEEL

Designed to Magnus Walker's specification, the new limited edition MOMO Prototipo Signature Series steering wheel features unique distressed leather, a thicker, custom rim, and an Urban Outlaw horn push.

Priced at \$329.99, only 200 wheels are available with black spokes, and 200 with silver spokes. It can be mounted on almost any car, old and new, using a MOMO hub adapter.

magnuswalker.momo.com



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specclutch.com



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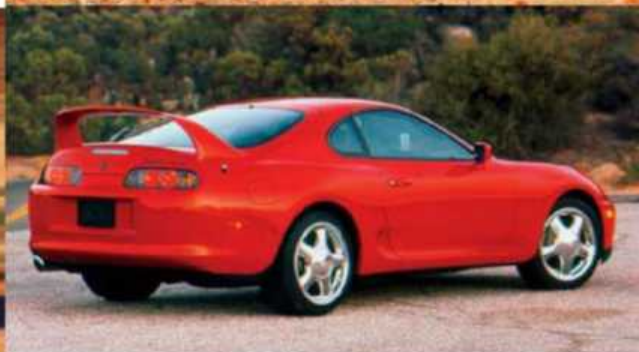


SUPER STREET



TOYOTA SUPRA

WORDS
Aaron Bonk



HISTORY

You've got to refer back to the late '70s when the Supra spun off as a slightly sexier version of Toyota's second-generation Celica coupe to know its origin. Celica Supras had longer wheelbases, were wider, and had more powerful six-cylinder engines, but aside from that, the Supra name didn't hold the same sort of cache that it does today.

In '86, Toyota wholly separated the Supra from the Celica, but it wasn't until the fourth-generation model that it entered the world of Japanese supercardom. Blame the MKIV Supra's 2JZ-GTE engine and six-speed Getrag gearbox for that—an inline-six so seemingly indestructible and so ready to make mad-scientist levels of horsepower that, even today, it remains one of the most popular engines of all time for pro motorsports teams and backyard engine swappers alike.

For years the Supra basked in all sorts of motorsports successes that encompassed drag racing, touring car racing, rallying, drifting, and road racing series like IMSA, JGTC, and Le Mans. Even today, it remains a formidable competitor and is widely used in all sorts of grassroots racing genres.

TECHNICAL HIGHLIGHTS

It's the factory-turbocharged and cast-iron-block 2JZ-GTE that really make the MKIV Supra what it is. Aside from its strength, the 320hp straight-six layout means less vibration and a smoother-running powerplant. Here, 700 hp without opening up the bottom end is possible, and if you've got the money—say 30 grand or so—the recipe for just about the most straightforward 1,000 hp is yours for the taking. To be sure, there is quite possibly no less expensive way to belt out that kind of million-dollar hypercar power.

Compared to the competition, Supras are incredibly reliable, and those who own them know it, resulting in thousands of MKIVs that have surpassed the 100,000-mile mark with nary the hiccup or the paint flaws normally associated with those kind of numbers. Uncommon for its day, the MKIV also featured an aluminum hood, front crossmember, upper control arms, and all sorts of engine bits all in an effort to shave weight. Even the carpet fibers and rear spoiler were made hollow to further reduce pounds—and we're talking about a car that's more than 10 years old!

Inside is an analog-lover's dream come true. The seating is low and bolstered, the dash is front and center, and the instrument cluster is simple and effective. Oh, and the sound of the front-mounted 2JZ spinning at full song from inside the cabin is baby-makin' music if you ask us.

THE OVER-ENGINEERED 2J

As far as supercars go, it's easy to mistake those of the '90s as conservative, especially those hailing from Japan. They're not, necessarily, though. Yeah, Toyota's Supra lays down a mere 320 hp, but it's no accident that it's 500 hp-ready with very little effort. Beginning in '89, Japanese automakers avoided expensive horsepower wars by capping production-car output in their homeland to 276 hp. We're talking about the country's Gentleman's Agreement, where settled-upon but often-not-followed terms meant engines like Toyota's 2JZ-GTE left the production line with a whole lot more potential than the company's Paseos did. The agreement made a lot of sense for a country that didn't provide a whole lot of means to legally eclipse the 62-mph mark, but has since proven unrealistic for American car buyers who expect their station wagons to move faster than a mid-'90s supercar. All this means to you is that turning 500 hp out of a 2JZ-GTE or an RB26DETT with a few bolt-ons any bozo could handle is easier than you ever would've thought.



» All started in '81 when the Celica Supra was around...

WHERE TO FIND ONE AND FOR HOW MUCH

Be sure you're looking specifically for '93-'98 Supra Turbo models if you're searching in the U.S., and scout out the usual places online. Be prepared to shell out at least \$25,000 for a decent specimen (but probably much more) and even more the longer you wait—because like every other Japanese supercar of the era, the value of MKIV Supras are only going to go up, way up!

FAST FORWARD TO THE FT-1

They say it's the Supra replacement, but they won't say exactly when you'll be able to get one or how much exactly it'll cost you. We're talking about the FT-1 concept, or Future Toyota-One, which clearly takes cues from the Supra but implements them in ways that better reflect the twenty-some years that have passed since the MKIV design was initially sketched out. The body is Formula One-inspired, its cockpit functional, and its shape muscular—the latter two of which are characteristics that helped form the Supra and, should the front-engine, rear-wheel-drive FT-1 become a reality, could likely ensure it the same sort of success so long as whatever it is Toyota's engineers stuff underneath its hood is able to uphold the legend that is the 2JZ. 🚗



THE GOOD

- ✦ Nearly indestructible short-block
- ✦ Capable of 2,000 hp (yes, two thousand!)
- ✦ Easy-to-work-on, inline-six layout
- ✦ Factory turbocharged means easy power gains

THE BAD

- High entry cost
- Least exotic-looking Japanese supercar (But we still love it! - SD)
- Failure-prone twin-turbo system
- Poor-flowing cylinder head



➤ Third-gen Supra with a targa top—not really a supercar but still cool in our eyes.


AWESOME SUPRA IN HISTORY

Although this Supra has a new front end, crazy widebody, and no longer has the reputable 2J, Top Secret still managed to blow everyone's minds with its 1,000hp V-12 twin-turbo motor that catapulted the car to 249 mph. Just take a look back at our April '07 issue if you still have it!



BUSINESS UP FRONT, PARTY IN THE BACK





“RAD DAN” BURKETT’S WILD FORMULA D PRO 2 TOYOTA SUPRA

WORDS **Bob Hernandez**
PHOTOS **Luke Munnell**

The Mark IV generation Toyota Supra is one of those platforms enthusiasts can't seem to get enough of, regardless of what normally floats their boat.

It is an archetypal example of the pure long-nosed athletic coupe, flossing timeless, sexy lines, and a stock motor—the bulletproof 2JZ—with enough grunt to finish what it starts, as well as enough tuning flexibility to get pushed to mind-boggling extremes without skipping a beat. It's a 1990s-era Japanese sports car that deserves to be among the pantheon of benchmark high-performance machines, upon which all others are measured against.

As such, this version of the Supra was also a not unusual foundation to take racing. Today, Mark IVs are pretty common drag and roll racing challengers, but they've also campaigned touring and sports car races over the years, in addition to time attack and other disciplines. And then there's drifting; while not Nissan S-chassis popular, the JZA80 has been a chosen weapon for the likes of sliding superstars Max Orido, Rhys Millen, and Fredric Aasbo.

The Mark IV Supra is what driver, fabricator, and race car builder “Rad Dan” Burkett picked to tackle the 2015 Formula Drift (FD) Pro 2 Championship. Burkett and his wife, Renee, operate RAD Industries, a race shop in Orange County, California, and he also had a different Mark IV Supra featured in the June 2011 issue of *Super Street*. Since then, he's honed his drifting skills, most recently behind the wheel of a V-8-swapped Mazda FC RX-7 in Just Drift's Top Drift pro-am championship, finishing second in points in 2014.

“It's 100 percent my favorite car that's feasible to make into a drift car,” Burkett says about the Mark IV Supra. “It came with a good motor; with minimal modifications you're at the power level you need [to be competitive in pro drifting]. It has a proven chassis for any form of racing. When you're going sideways, looking for forward bite, it's going to have what you need.”

There's also the issue of wheelbase, which Burkett admits is an important reason for going with the JZA80 platform. When he drove the Mazda in Top Drift, he found the car to be somewhat “twitchy,” which he attributes to the 95.7-inch space between the front and rear wheel centers. A longer wheelbase offers smoother transitions, particularly in the chase position. “I needed something 98 to 106 inches, which just happened to be where the Supra ended up. With a 100.4-inch wheelbase, it was meant to be.”

He found the car on Craigslist and picked up the JZA80 in Riverside, a perfectly running, 231,000-mile, five-speed, N/A Supra. As 2014 came to close, Burkett began transforming the sports car into a fishtailing beast, starting off with chassis prep and specifically stitch welding for rigidity in critical areas of the chassis, in addition to piecing together an FD-spec roll cage. He also fashioned and attached front and rear bash bars that lie just under the bumper skins—that is, tube structures for (you guessed it) bashing, as well as ideal for mounting cooling components, body panels, and lighting.

Speaking of cooling, like many drift cars and even more rally cars Burkett chose to run his radiator at the back of the Supra in the hatch. The custom setup is said to be more efficient and also helps the car achieve an ideal weight balance. He created and welded in supports for a C&R Racing rad, which sits at an angle, with two SPAL pull fans in a Derale Power Pack shroud sucking in through custom aluminum ducting that draws air through a large opening in the rear polycarbonate window. Air exits through more ducting and a hole cut into the rear bumper.

In fact, the cargo space at the back of the Supra is home to a few items that are normally elsewhere in the car. An electric water pump and one-off expansion tank and overflow reservoir supplement the new radiator location. Burkett also relocated the power steering fluid pump to the hatch, and he's also cut out a portion of the floor and added bracing for the vehicle's ATL fuel cell, which shares space with two fuel pumps and XRP filters.

Before he got too deep into the build, Burkett sent his Supra to Kings Auto Body in Huntington Beach, where they applied layers of gray paint inside and out, coloring the Shine Auto Project body kit and custom widebody fiberglass front fenders by Chance Jespersen of Lovely Idol. A bunch of other metal parts from the Supra, some custom, some stock—like the ducting for the intercooler and radiator, front bash bar, rear bumper, fuel fill tray and pipe, etc.—received a black powder coat finish courtesy of Embee Performance in Santa Ana.

When the car returned from Kings, it was high time to assemble and prep it for the critical tuning and testing phase. The 2JZ mill, built by S-Tech Motorsports, was dropped into the engine bay, now displacing 3.4 liters instead of 3.0 thanks to the Brian Crower stroker kit and 87mm bore CP aluminum forged pistons. The head meanwhile was upgraded with Deatschwerks fuel injectors, a Nuke Performance fuel rail, and Future Fab turbo manifold for a Garrett turbocharger; igniting the mix are six General Motors LQ9 coil packs, secured via Driftnotion brackets.

"From 6 p.m. until as long as I could stay awake, I would work on the race car, then do it again the next day."



»Rear radiator setup was designed to improve efficiency and weight distribution..



»One-off catch tank, water pump, and power steering located in trunk.





>>Wisefab front lock kit helps get this Supra sideways!

That turbo is a Garrett GTX4088R model, and turbine speed is regulated by a couple of Turbosmart wastegates; on the cold side, a Treadstone Performance Engineering intercooler lies on a nearly flat plane just ahead of the engine and is connected to custom RAD charge plumbing outfitted with a Nuke Performance blow-off valve. A Setrab oil cooler is also mounted to the front of the car, sort of the lower part of the "V" if this was an actual V-mount setup. Burkett cut out flow-through holes in the intercooler ducting in order to feed air to the mini heat exchanger, and oil lines run to a Driftnotion thermostatic sandwich plate.

Power is transferred to the gearbox via ACT steel billet flywheel, triple-disc clutch, and pressure plate, and the box itself is a G Force GSR four-speed racing transmission from Race Tech Services, which is connected to the power plant via Toyota J3 bell housing and Excessive Manufacturing adapter. Helping secure the G Force is a custom rear brace outfitted with a GM hardened polyurethane transmission mount, and a custom aluminum Driveshaft Shop (DSS) prop shaft sends twisting force back to the Winters Performance quick-change rear. Higher spline count DSS axles go out to each rear hub from the diff housing.

At each corner we find STR Racing wheels shod in Hankook Ventus R-S3 tires, and behind them Wilwood brakes—six-pot front and four-pot rear calipers (adapted to the knuckles with Arizona Performance caliper bracket kits) with slotted, vented rotors. Deeper in the wheel wells are Feal Suspension coilovers, Battle Version arms, Wisefab front lock kit, and Megan Racing rear arms.

All the factory glass was replaced with Makrolon polycarbonate windows, and out back an APR wing aids in downforce making. In the cabin, this Supra is pure race car, rocking a full complement of Sparco gear—steering wheel, quick-release hub, seat side mounts, and seats. A Racepak digital display replaces the stock gauges, while Ryan Clemens of Oppomoto wired a custom RAD Industries aluminum center panel integrated into the OEM dash into an all-in-one toggle switch and fuse panel.

>>Sparco goodies and an aluminum center panel integrated into the dash.



Q&A WITH "RAD DAN"

Why drifting? What attracted you to that motorsport over others?

The adrenaline you get when in proximity to other cars. The rush of following someone else, or trying to outrun the other car—and avoiding walls.

What was the biggest challenge in putting your Supra together?

It's either time or money. There wasn't one specific area that stumped me, where I was like, "This isn't going to be possible." It was the first time I got to take my favorite car, the Supra, and do anything I wanted to it with the money I had and the parts I could get my hands on at the time. Probably time more, because I worked during the day to make money, and then from 6 p.m. until as long as I could stay awake, I would [work on the race car.] and then do it again the next day.

Who do you look up to—either in drifting or life in general?

Growing up it was my dad. Right now, the one person I look up to who inspired me to do what I'm doing is Mad Mike Whiddett. I met him in 2010 and he didn't have a rich-kid lifestyle, he just kept pushing at what he knew he could do and believed in himself until he is where he is today. In 2010 he wasn't nearly as far along [in his pro drifting career] as he is now, but when I met him I knew, yep, this is what I'm doing, I'm going to [be a pro drifter], and I haven't stopped working on it since. When we met, he let me help out with his crew [during the Formula D season] if I could get myself to the round, and I got to see how much life was in him. That's when I knew I could do this. It's going to be hard but I can do this.

Why do you use "rad" in your name and your business?

I've always wanted to have my own shop, my own business, and one day it just came to me. I already had the driving nickname Rad Dan, which was given to me by Ryan Clemens because I accidentally broke a radiator on a car I was working on—so it was "Radiator Dan" before it became "Rad Dan." Then I thought, "RAD" could stand for "Renee and Dan" (his wife is Renee), which is why it became Renee And Dan (RAD) Industries.

What's with the mullet?

I just really like the '80s, and '80s music, and my favorite movie to this day is "Rad," the BMX racing film from 1986, because I really like BMX. So I was like, how can I be something '80s, and I had a Mohawk for a little while, actually more like a faux-hawk, and then I just grew the back out until it became a mullet.



»Built 3.4L 2JZ with Garrett turbo is estimated to push 800+hp.

TUNING MENU '95 TOYOTA SUPRA

OWNER "RAD DAN" BURKETT

HOMETOWN SANTA ANA, CA

OCCUPATION OWNER/OPERATOR RAD INDUSTRIES,
FORMULA DRIFT PRO 2 DRIVER

ENGINE 2JZ-GTE built by S-Tech Motorsports; Brian Crower stroker kit; Carrillo connecting rods; CP forged pistons; Garrett GTX4088R turbocharger; Future Fab turbo manifold; dual Turbosmart wastegates; Treadstone Performance Engineering intercooler; Deatschwerks fuel injectors; Nuke Performance blow-off valve; ATL fuel cell; XRP fuel filters, fittings, hoses; HPS Performance Silicone Hoses turbo system couplers; GM LQ9 coil packs; Driftmotion thermostatic sandwich plate, coil pack brackets; Setrab oil cooler; C&R Racing radiator; twin SPAL radiator fans; Deral Power Pack shroud; custom RAD Industries radiator expansion tank, overflow reservoir; Meziere Enterprises electric water pump; Optima YellowTop battery

DRIVETRAIN ACT multi-disc clutch, flywheel; Tilton release bearing; Excessive Manufacturing transmission adapter plate; Toyota J3 bell housing; G Force GSR 4-speed racing transmission from Race Tech Services (RTS); RAD Industries custom rear transmission brace with GM polyurethane mount; Winters Performance quick-change rear end; The Driveshaft Shop custom lightweight aluminum prop shaft, axles

ENGINE MANAGEMENT ProEFI Race ECU 112; FSR Motorsports tune

FOOTWORK & CHASSIS Custom RAD Industries Formula D-spec rollcage, stitch welded JZ480 chassis by RAD Industries; Feal Suspension coilovers; Wisefab front lock kit; Battle Version arms; Megan Racing rear arms

BRAKES Wilwood 6-pot front calipers, 4-pot rear calipers, slotted, vented rotors, brake and clutch pedal set; Arizona Performance caliper bracket kit; Era 1 hydraulic handbrake lever

WHEELS & TIRES STR Racing 511 wheels; custom blue powder coating by Embee Performance; Hankook Ventus R-S3 tires

EXTERIOR Kings Auto Body paint; Shine Auto Project body kit; Makrolon polycarbonate windows; APR Performance GTC-300 rear wing; custom fiberglass front fenders by Chance Jespersen of Lovely Idol; Sparco tow straps

INTERIOR Sparco steering wheel, quick-release hub, seat side mounts, Circuit driver seat, EVO II US passenger seat; Racepak digital display; Motorola CM300D two-way from Racing Radios; Optima YellowTop battery; SPA Technique Fire Sense fire suppression system

THANKS YOU Team RAD, ACT Clutch, Aero Tec Laboratories (ATL), Amber Racing, APR Performance, Battle Version, Anthony Borrelli at OC Welding, Brian Crower, DeatschWerks, Driftmotion, The Driveshaft Shop, Embee Performance, Feal Suspension, Future Fabrication, FSR Motorsports Creations, Hankook Tire, HPS Performance, ilabb, K&N Filters, Megan Racing, MILCO, Nuke Performance, Optima Batteries, Performance Tube Bending, PurOl, Race Tech Services, Ryan Clemens of Oppomoto, Sparco, SPA Technique, SPAL USA, Treadstone Performance Engineering, Turbo by Garrett, STR Racing



We followed this project on our website and feel pretty honored to have been around for such a kickass build. Burkett is for sure a one-in-a-million personality (check out the sidebar for proof), and he's set to make this drifting JZ480 as indelible as Orido's or Aasbo's. Like his haircut, Rad Dan's Mk IV Supra is all business in front and a party in the rear, and we're looking forward to watching it lay down smoky tire destruction for a long time to come. 🍷

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ulla Gunma

IT'S BACK TO BASICS FOR THE N-STYLE CUSTOM'S SUPRA



WORDS & PHOTOS Jofel Tolosa

The first time we saw Hide-ki Nagahama's Toyota Supra, it was torturing rubber at the Car Modify Wonder and Hardcore Japan drift event at Nikko Circuit. Even with its rear-wheel-drive layout and turbocharged inline-six, the Supra isn't what you consider a popular drift car. We also can't forget the Supra is actually pretty rare in Japan. Spotting one there is like finding a free parking spot in downtown Manhattan. This particular JZA80, however, isn't only dedicated to getting sideways. Based on the Supra's pedigree of high horsepower and speed, Nagahama-san also enjoys stretching its legs on the highway from time to time. He explains, "I chose the Supra to do flashy drifts at Tsukuba circular course, but I also built it for the street." We caught up with Nagahama-san after our Fresh Tokyo Summer car meet in Akihabara. Keyboard warriors might be quick to call this a simple Supra, but they couldn't be farther from the truth.



>>Simple and clean front lip developed by N-Style.



N-Style Custom is known in Japan for its unique bodywork. This Supra features a custom front lip and side skirts that are very simple and understated compared to the aerodynamics most Japanese tuners have designed in years before. Unlike the obvious wide fender modifications seen in many builds today, Nagahama-san kept the arches stock except subtly extended the front fenders by 25 mm to help fit a set of wider SSR Professors previously sourced from his Soarer project.

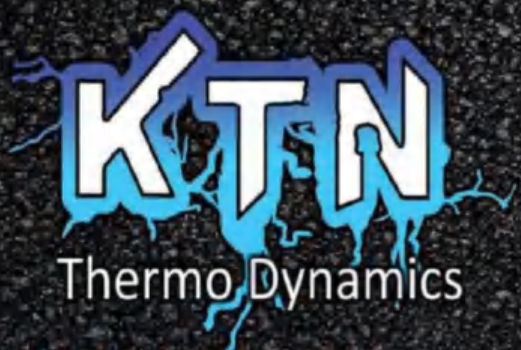
Considering the car is about 20 years old, the fully adjustable Aragosta coilovers and Eau Rogue Type 2 knuckles made for a much more nimble chassis. The 2JZ-GTE under the hood has mods you'd expect—GReddy T88 single turbo, HKS cams, etc. The end product is a 700hp 2J with one of the most intoxicating sounds you can hear on the wangan. With that sort of power,



>>Nagahama-san has a thing for SSRs...



>>Even after two decades, the Supra booty is still a beauty!



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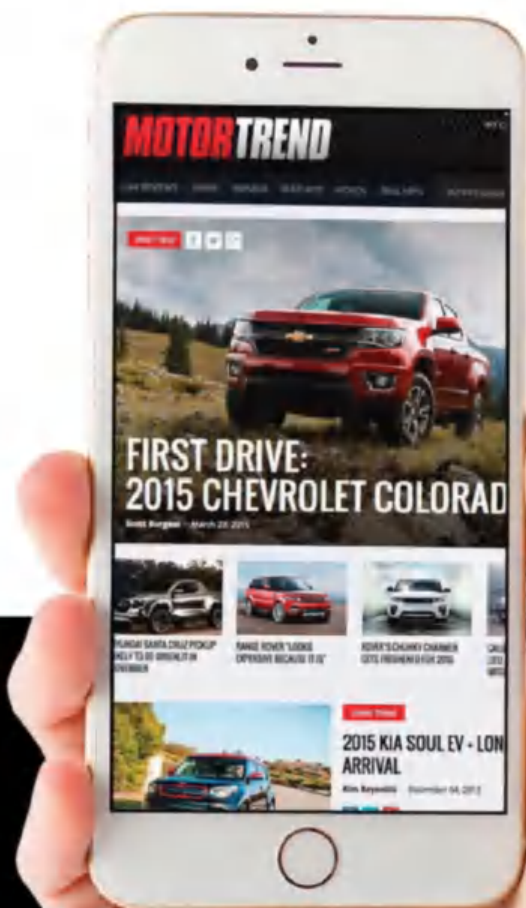
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>>700hp single turbo 2JZ engine... We approve!



N STYLES

In the Gunma prefecture of Japan, you'll find Hide-ki Nagahama's shop, N Style Custom. There they specialize in custom aero parts such as fenders and lips, but they can do anything a customer wants with the right amount of dinero. Nagahama-san is evidently drawn to Toyotas owning a Chaser, Mk II, Aristo, Celsior and this Soarer we featured in '13. You can see where he got his inspiration for the Supra, as the Soarer had similar parts such as the Aragosta coilovers, Bride seats, SSR Professor wheels, and single turbo inline-six. As you can imagine, Nagahama-san set up the car for drifting and at that time was his daily driver. The Soarer had fender vents that resembled BMW's M3, which is probably what made him do his other popular build the Nissan S15 Silvia with a BMW E46 front conversion. Although it isn't a Toyota, it still followed the N Style template with a big Trust single turbo, Bride interior, modified fenders and daily driven drift machine.



TUNING MENU '97 TOYOTA SUPRA

OWNER HIDE-KI NAGAHAMA

HOMETOWN GUNMA PREFECTURE, JAPAN

OCCUPATION N-STYLE BOSS

POWER 700 hp

ENGINE 2JZ-GTE with HKS 272-degree cam gears, oil cooler, 850cc injectors; R33 GT-R fuel pump; GRReddy T88-34D turbo, exhaust manifold, Type C racing wastegate; Blitz intercooler; Koyo radiator

DRIVETRAIN Getrag six-speed manual transmission; Exedy triple plate carbon clutch; TRD limited-slip differential

ENGINE MANAGEMENT HKS F-CON V Pro

FOOTWORK & CHASSIS Aragosta coilovers; Eau Rouge Type-2 knuckles

BRAKES stock (who needs to slow down anyways?!)

WHEELS & TIRES 18x9" front, 18x10.5" rear SSR Professor wheels; 215/35R18 Haida Racing tires

EXTERIOR N-Style custom front lip, side skirts; 25mm widened front fenders

INTERIOR Bride seat; HKS meters; Blitz boost controller

WWW n-stylecustom.com

>>Don't be fooled by its stance; this Supra can fly!



Nagahama-san made sure the factory Getrag six-speed was joined with an Exedy triple plate clutch and a TRD differential.

Against all standards of decency, we cruised down the wangan late into the night with Nagahama-san. We drooled in awe as he downshifted in the tunnels where there are rarely any speed cameras. Pure unadulterated awesomeness. Some may see Nagahama's Toyota Supra as basic, but we like to think of it as one of a kind. 🇯🇵

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J TOWN, TURN DOWN...FOR WHAT?



SCENE: SHUKAI; JAPANTOWN - SAN JOSE, CA

WORDS & PHOTOS Sam Du

For the third straight year, the streets of San Jose were closed down to celebrate everything about the automotive culture we love. Whether you were into Japanese cars, Euros, lowriders, retro rides, or American muscle, the Bay Area came out strong for Shukai, which took place in one of the last three standing Japantowns in the States.

If you don't know what a Japantown or J Town is, it's basically a neighborhood that offers a taste of authentic Japanese history and culture. There is obviously lots of good food, but also a good amount of retail stores to make a fun afternoon of. The '15 event was the first time *Super Street* has attended Shukai, and we absolutely fell in love with the show. We all know the big-name shows and meets are fun, but it's not every day city officials entertain the idea of closing down their roads and inviting our car culture in. The show ended with a small award ceremony, however, in our eyes, San Jose's Japantown welcoming our community with open arms was the biggest award of all. 🇺🇸

»Amy Cruz and Rachel Gal



»The show was grandma and toddler friendly!



»R33 and R32 Skylines—both on Volks, both on our wish list...



»Jason Fujioka's police-themed Acura RL with rare Mugen goodies and Accuair suspension, Rotiform wheels.



»SR-swapped S30. We dig...

»This truck from Way's Customs had us trippin' balls! We just know that's a 454 big-block in there...

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SUPER COUPON

CENTRALPNEUMATIC
1.5 HP, 6 GALLON
150 PSI PROFESSIONAL
AIR COMPRESSOR

Customer Rating **★★★★**

LOT 62894/67696 shown
62380/62511/68149

\$99.99
comp at \$149

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PACK OF 4**

LOT 68440
69678 shown

SAVE 64%

Customer Rating **★★★★**

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WOW SUPER COUPON

Customer Rating **★★★★**

**26" 4 DRAWER
TOOL CART**

US + GENERAL

• 580 lb. Capacity

LOT 95659 shown
61634/61952

\$199.99 ~~\$159.99~~ **\$159.99**
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PITTSBURGH

DRIVE	LOT	COMP AT
1/4"	2696/61277	\$29.99
3/8"	807/61276	\$54.91
1/2"	239/62431	\$73.22

• Accuracy within ±4%

Customer Rating **★★★★**

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**RAPID PUMP® 3 TON
LOW PROFILE
HEAVY DUTY STEEL
FLOOR JACK**
PITTSBURGH

• Weighs 73 lbs.

LOT 61282 shown
68049/62326
62670/61253

Customer Rating **★★★★**

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comp at \$169.99

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Customer Rating **★★★★**

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NEW CHICAGO ELECTRIC WELDING

LOT 61369

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61917 shown

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Customer Rating **★★★★**

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WOW SUPER COUPON

Customer Rating **★★★★**

**2500 LB.
ELECTRIC WINCH
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REMOTE CONTROL**
NEW

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61840/61297
68146

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WORDS Yuta Akaishi PHOTOS Sean Lucas

By the age of 9, Brendan Taft was well on his way to becoming a professional athlete, training with the U.S. Olympic badminton team and competing internationally.

Being half-Indonesian (the other half Irish) likely had a bit to do with his sport of choice, but it also came naturally for him—"talent" they called it, hard work and dedication is what it felt like. Prodigy status and the accompanying career opportunity left little time for much else; his daily routine consisted of practice in the early morning, school, practice in the evening, then finally a few hours to relax. That was Brendan's life; naturally, the time he spent with his family became increasingly important to him as his athletic career blossomed. The travelling, however, provided rare opportunities to read something other than textbooks, and picking up issues of *Super Street* and *Import Tuner* at the airport became an integral part of Brendan's routine.

Brendan found little need to change this routine into his teens despite having become a nationally ranked player. At the age of 16, he was given his parents' old Accord to get himself to and from school and practice. But on the weekends, he made use of his newfound freedom and attended car shows whenever possible—driving as far as a couple hours to San Diego to experience the fascinating "import culture" firsthand. Brendan's

parents were supportive of his interests, his father especially, who was very much a car enthusiast himself. Despite his father's interest in older domestics, Brendan was drawn to Japanese imports, intrigued by the smooth body styling and the ability to further customize them aesthetically. His first love was the "FD" Mazda RX-7; he loved every aspect of it and knew he had to own one someday.

In '03, at 17 years old, Brendan's life began to crumble before his eyes. As a professional athlete, the majority of his social life had been his family—the single constant that he'd been able to count on, and for that he cherished them. When his parents decided to file for a divorce, Brendan had no choice but to accept that life would never be the same. It was during this trying time that Brendan's father approached him with the idea to sell the Accord. Brendan would be responsible for posting the car for sale—should he succeed, they would look for a replacement car together. Brendan saw this tough situation as an opportunity to finally get his RX-7. He helped his father sell the Accord, and the money went toward the search for his dream car.

From that point on, all of Brendan's free time was spent on Craigslist and eBay—he even went as far as to test drive several RX-7s. Exhibiting incredible restraint, especially for a teenager, he turned down all of them, partially due to the disappointment he had experienced with the FDs he'd driven thus far. Brendan considered expanding his search to more than the one model. He came to the realization that the FD may have been keeping him from appreciating other cars, namely the A80 Supra. Despite it being the height of the Supra's mainstream popularity thanks to *The Fast and the Furious*, Brendan was able to find several that fit his criteria and his budget. Together with his father, they pored over online listings looking for "the one." Finally, they decided on a low-mileage, red, manual, non-turbo model located clear across the country in New York. Payment was sent, transportation was arranged, and they waited. The car arrived a month later, and upon initial inspection, it became apparent that it was not quite what was advertised. The paint was faded and the body, although straight, was home to an ungodly amount of dents. Nothing could dampen Brendan's excitement, and he

N/A HERO

ALL NATURAL, GRADE "A" ASPIRATION





»Nuke Performance fuel surge tank mounted in the trunk behind the 'cage and crossbar.

embraced the car for what it was—10,000 door dings and all.

Among its many merits, the relationship between Brendan and his Supra became an outlet for him emotionally—helping to diffuse the issues at home, a sanctuary of sorts. The new responsibilities associated with car ownership—paying for registration, insurance, and general upkeep—created the need to pick up additional shifts at his part-time job, adding to his already busy schedule. Brendan continued his athletic career, until unfortunately an injury forced him to retire at the age of 20—he was ranked fifth in the country. Brendan embraced this change in his life and was appreciative for the time he had been able to commit to the sport and the decade's worth of lessons it had taught him. Naturally, the Supra had been mildly modified by then with a set of TEIN coilovers, a Bomex bumper, Stilen skirts, Racing Hart wheels, and a respray. Brendan had been active in the online community since his initial purchase, but following his retirement from badminton, he became increasingly involved by attending meets and shows whenever possible. Despite the jokes surrounding his car's lack of boost and engine modifications, he found a solid group of close friends who supported his build.

The logical next step for Brendan and his Supra was to upgrade the 2JZ-GE. All signs pointed to forced induction, and

TUNING MENU '95 TOYOTA SUPRA

OWNER BRENDAN TAFT

HOMETOWN ORANGE COUNTY, CA

OCCUPATION MEGUIAR'S SURFACE CARE SPECIALIST

POWER 260 whp; 230 lb-ft of torque on E85

ENGINE 3.0L 2JZ-GE with Performance Solutions custom manifold; Titan Motorsports cam gears; Web Cams 286° camshafts; Supertech 80-pound dual valvesprings, titanium retainers, 1mm oversize valves, shimless buckets; OE Supra Turbo coil packs, spark plug cover, valve covers; TRD oil cap; Driftnotion fuel rail, distributor cap; Techno Toy Tuning ITB splash shield, 50mm throttle stacks; Sound Performance oil catch can; FSR coolant reservoir, Teflon-braided hoses, 6-1 equal-length exhaust manifold; Continental flex fuel sensor; Nuke Performance fuel surge tank kit, fuel pressure regulator; Walbro GST 450 fuel pump; Precision 800cc injectors; Koyorad radiator; Carbing radiator cooling plate; SP Engineering carbon-fiber fusebox cover; Garage Star spark plug cover bolt kit, oil cooler kit; Grex oil filter adapter plate; Gates Kevlar timing belt, billet timing belt tensioner bracket; Fujitsubo Super Ti exhaust; Titan Motorsports crankshaft pulley; Evolution Industries thermal resistant intake manifold gasket

DRIVETRAIN Fidanza lightened flywheel; Clutch Masters FX400 clutch; TRD quick shifter; OE Supra Turbo limited-slip differential

ENGINE MANAGEMENT AEM Infinity

FOOTWORK & CHASSIS TEIN Type Flex coilovers; Swift 18k front, 12k rear springs; OE Supra Turbo sway bars; TRD front strut bar; Next Japan Miracle X cross bar; adjustable front control arms

WHEELS AND TIRES 18x10.5" +0 front, 18x12" +11 rear

SSR SP1 Professor wheels in Flare bronze; 265/35R18 front,

295/35R18 rear Nitto NT05 tires

EXTERIOR Platinum VIP custom metal widebody; Stilen side skirts; custom side splitters; Shine Auto front bumper, splitter, diffuser; APR GTC500 carbon-fiber GT wing; Modellista Designs carbon-fiber hood; JDM Toyota rear visor, window visors; Toxic Tails LED tail lights; OE '98-spec headlights, turn signals; carbon-fiber exhaust shield; Aerocatch hood pins

INTERIOR Auto Power race roll bar; Juran Racing/Tanida Motorsports GTX600 bucket seat, GTX100 bucket seat, leather perforated steering wheel, super low seat brackets; TRD tachometer, shift knob, gauges; Titan Motorsports rear seat delete

THANKS YOU FSR Motorsports for all of your hard work, late closing hours and great moments; Meguiar's USA; Henderson Performance; Garage Star; Royal Origin; Techno Toy Tuning; Narita Dog Fight; Yuta Akaishi; Mastermind North America; SSR Wheels; Toxic Tails; Nuke Performance; Koyorad; Sticky Icons; 714 Tires; Tim Yang; Lerry Liu; Nathan Taguyan; Hubert Barnum; Dominic Le; Erick Wei; Noel Barnum; Minh Nguyen; John Tran; Joe Joaquin; Julian Mondragon; Mike Shader; my brother Justin Taft; my supportive parents



sure enough, an aftermarket turbo kit was purchased. Somehow, this milestone meant far less to Brendan than he had expected—there was something lacking emotionally. As long as the uncertainty persisted, he held off on the install. It was around this time that Brendan came across images of a certain Supra built by YSR Japan—naturally aspirated with individual throttle bodies and a custom tubular exhaust manifold. Something stirred within him and he knew that despite openly laughing in the face of logic, an individual throttle bodied-2JZ was what he needed to experience.

»Together with FSR Motorsports, Brendan's 2JZ makes 260 whp with a throttle response and sound that are simply unmatched to many Japanese sports cars on the road.





What began as a relatively simple individual throttle body conversion and tune using AE111 4A-GE components became the beginning of a partnership between Brendan and FSR Motorsports that would continue to this day. The drastic improvement in response alone was enough to remove any doubt in Brendan's mind that he was making the right choice. He was committed to this new goal and spent the next several years working alongside FSR Motorsports optimizing every possible aspect of the 2JZ head. This process proved to be more difficult than anybody could have possibly imagined. There was simply no information available on the subject. Of course, the polar opposite of turbo setups had been tested and refined thousands of times over the last two decades, yielding countless foolproof formulas available to just about anybody. But for Brendan and FSR, they conquered a brand-new challenge—reworking the entire top end until their uncompromising standard was fulfilled to the tune of 260 rwhp, incomprehensible response, and the aural qualities of nothing else in this world.

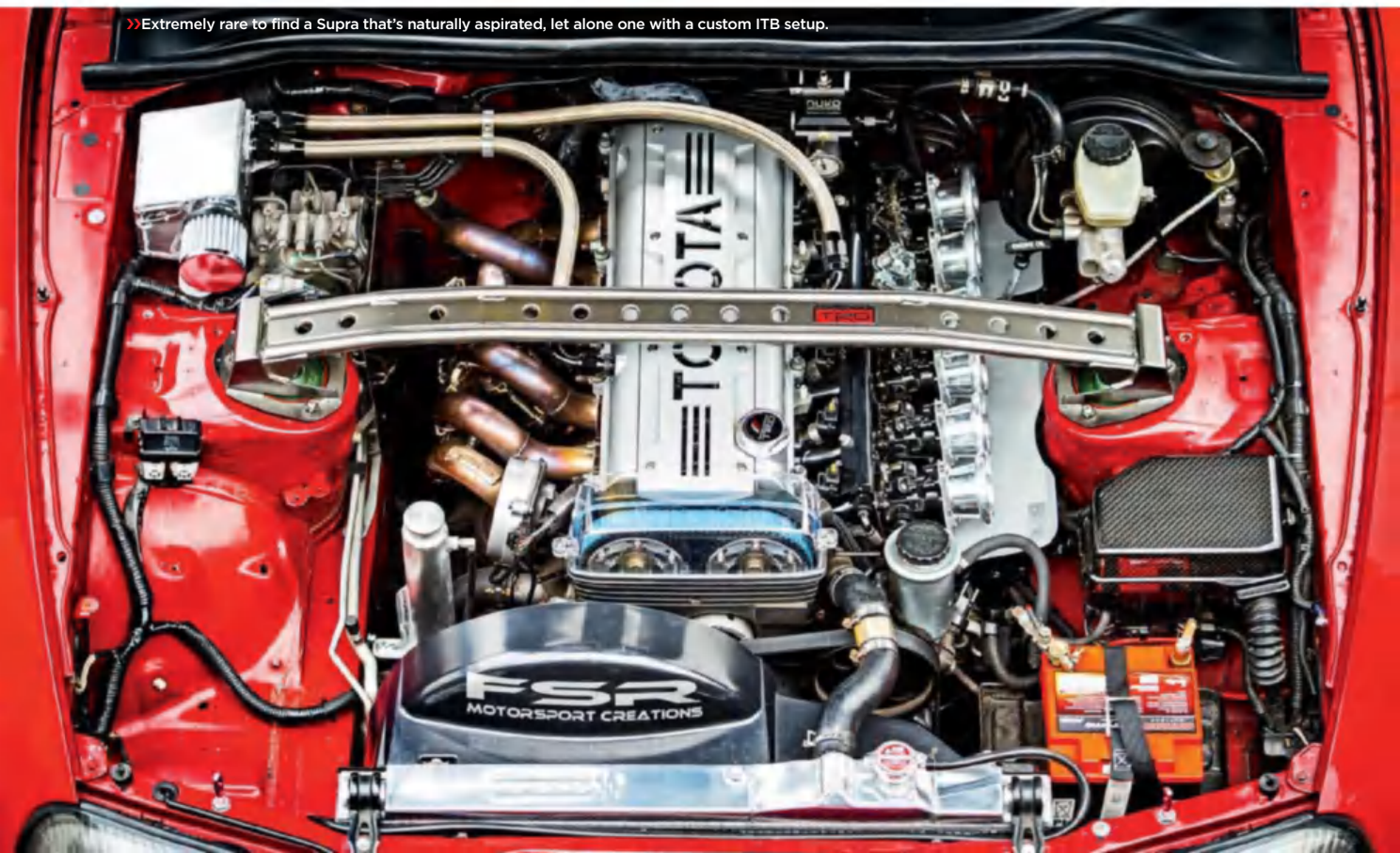
"The very existence of a naturally aspirated Supra of this caliber provides undeniable proof that passion is relevant yet."

All too often, we allow popular opinion to make decisions for us. After all, following a path forged by another and beaten by many who've found success simply makes sense. Why risk extra time, money, and possible disappointment when a clear-cut process and result are readily available? For the automotive community, the very existence of a naturally aspirated Supra of this caliber provides undeniable proof that passion is relevant yet. We are reminded that in this day and age of cars being built for instant gratification and appealing to the masses, there are still heroes pursuing perfection for their own reasons and nothing else. 🇺🇸



>>>Very rare Juran Racing/Tanida Motorsports bucket seats and steering wheel from Japan.

>>>Extremely rare to find a Supra that's naturally aspirated, let alone one with a custom ITB setup.



etc.

The latest parts and noteworthy buzz you should know about

>>JDM Legends brought out this clean S30.

YO, 11!

There aren't a lot of things that get us out of bed early in the morning—the smell of bacon and coitus? Maybe... But the 11th annual Japanese Classic Car Show? Yes! JCCS is the largest show in America dedicated to vintage Japanese cars and the culture that comes with it. Whether it's a fully restored show car or a modern day hybrid, Japanese classics are gaining popularity every year. Today, a Long Beach-based show like JCCS even rivals the likes of Wekfest and SpoCom when it comes to attendance and car count. What are you waiting for?

Connect: japaneseclassiccarshow.com



>> What's a JCCS without a few fine Hakosukas?



>>How many Filipinos brought out their old school Toyotas? (Where's yours Jo-Pel?! -SD)

SUPER STREET SHOUTOUT



Holla! Here's your chance to shine and get a free shout-out! We're looking over our Instagram feed for cool rides with the hashtag #superstreetme. Hashtag a photo of your car and you can find yourself in the next issue of *Super Street*!

@john_typex240



We in love with this green 240SX...

@subaru_br2jz



A daily-driven 2JZ-powered Subaru BRZ?! Mad props!

@jerraddd



EK Civic ready to tear up the woods. Go! Go!

@turbojiori



The MR-S is underrated. This appears to have a K20 swap! Dope!

■ NEW PRODUCTS



➤ TANABE EXHAUST FOR LEXUS RC F

If you're ready to pump out a few extra ponies from your Lexus RC F, Tanabe just dropped its Medallion Touring Exhaust. Like all Tanabe exhausts, it's made from SUS304 stainless steel and Advantex packing material. It's also manufactured in Japan, so you know you're getting a quality product that will help that V-8 roar to 93 db. \$990, tanabe-usa.com



➤ KTN THERMO DYNAMICS THERMO SPACERS

Cooling your engine couldn't be any simpler and more affordable than with KTN's newest Thermo Spacers. Constructed from a custom polymer called Kiylex, these spacers will deliver colder air to your engine and reduce heat soak up to 30 percent. They offer spacers for most Hondas, Toyotas, Subarus, and Nissans; most won't cost you more than a Benjamin! ktnthermo.com



➤ EIBACH ANTIROLL KIT FOR SUBARU WRX STI

If you've already lowered your '15 Subaru WRX STI, we highly suggest fine-tuning its handling characteristics with Eibach's antiroll kit. It's proven to reduce body roll, which in turn increases handling and cornering grip. Don't believe us? We're using it on Ratchet Bunny and Jofel's personal Scion FR-S and we couldn't be happier! \$455.48, eibach.com

PRIUS ON PILLS

There's no doubt, the '16 Toyota Prius looks better than the previous model. But since we're all delusional here at *Super Street*, we thought, "how could we make this hybrid badass?" Our go-to magician on the computer, Jon Sibal, helped us create this new vision of the '16 Prius - we can feel the Toyota designers cringe... The rendering adds widebody flares, a lip kit with carbon-fiber front splitter, lowered stance, smoked headlights, fog light delete, and new wheels. Toyota, whattaya say about letting us build one?! Promise we won't touch its fuel economy...



➤➤Jon Sibal rendering versus...



➤➤...original '16 Prius.



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DRIFT PARK PARTY!

Last issue, we got international as Staff Editor Jofel journeyed out to Fuji Speedway for Formula Drift Japan.

While watching the pros is fun, there's nothing like taking a step back and appreciating the grassroots guys tearing up the track sideways. So Jofel stayed an extra day at Fuji Speedway to check out an up-and-coming event called Drift Park Party hosted by STF Garage and All That Low Japan.

"We are learning more and more how to make events much more enjoyable," explained Zee Zayas from All That Low. "I like to run mini competitions during the event such as an 'Entry Contest' or maybe a 'Drift Time Attack' for fun. It's cool to mix it up a bit. It was also cool seeing the pro drift guys come out to support—Tetsuya Iha and Mitsuru Yoshioka pushing their Chaser and Aristo."

One of the awesome things we've learned about this event is that STF Garage offers its stable of drift cars for rent. So if you experience a mechanical failure or if you're visiting from the U.S. like Formula D driver Matt Field, there's a garage full of Silvias waiting to be beaten on! "Whether it's your first time or have many years under your belt, we have the rental that best suits you," Jon Poff from STF Garage added. Suck it, Enterprise! 🇺🇸



➤ Mercury Auto's 2JZ-powered Nissan 350Z.



➤ Kayoko Koyama in her pink S14... wait till you see the inside of this thing! Visit superstreetonline.com for the in-car video.



➤ Matt Field used the Parts Shop Max S13 to show the fans what U.S.-style drifting is.



➤ Full feature in the last issue, Iha-san came all the way from Okinawa to shred some tires using Max Orido's former drift car.



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CHEMICAL HORSEPOWER

NITROUS OXIDE:
HOW IT WORKS,
WHY IT PROBABLY
WON'T BLOW YOUR
ENGINE TO BITS,
AND IS IT STILL
RELEVANT TODAY?

WORDS Aaron Bonk

HOW NITROUS WORKS

Whatever engine you've got relies on a combination of air and fuel to make power. Nitrous oxide, which, chemically speaking, is really just a mixture of two nitrogen molecules for every oxygen one, has the ability to let more air loose within your cylinders, which means more fuel can burn. And burning more fuel is what you really care about—not just because you want more power, but because you want to keep from turning your Civic's short-block into a pile of shrapnel.

How it works isn't all that complex: Nitrous oxide starts life as a high-pressure liquid that's typically stored in some sort of bottle and, once injected into your engine, converts into a gas, reducing intake air temperatures and increasing its density. This is all very good news if you care about going any faster.

HOW TO APPLY IT

Nearly every nitrous system is shipped with some sort of wide-open-throttle switch that, when flicked, switches on the solenoids. These sorts of systems mean you don't have to use your brain—just your foot—and beat any sort of steering-wheel-mounted push-button. More elaborate solutions include standalone progressive controllers that allow for more linear nitrous distribution throughout the powerband and tunable ECUs that feature outputs for nitrous control that can be triggered based on any number of user-set parameters.

THE PROS

- + Most cost-effective power-adder
- + Installs quickly and easily
- + Can be easily disabled and uninstalled, leaving almost no evidence
- + Traction control alternative for high-power drag cars

THE CONS

- Easy to abuse
- Doesn't last forever
- Bottle pressure and temperature must be maintained

TEMPORARY HORSEPOWER

The average nitrous system can yield as little as 25 hp to more than 10 times as much. No matter the kit, though, sooner or later it'll run out. When, exactly, depends on all sorts of variables, like bottle size and pressure, jet sizes, delivery method (fixed or progressive), and how often it's used. Typically, a four-cylinder engine using a 100-shot with the factory-supplied bottle can get away with about 20 squeezes before having to refill it all over again.

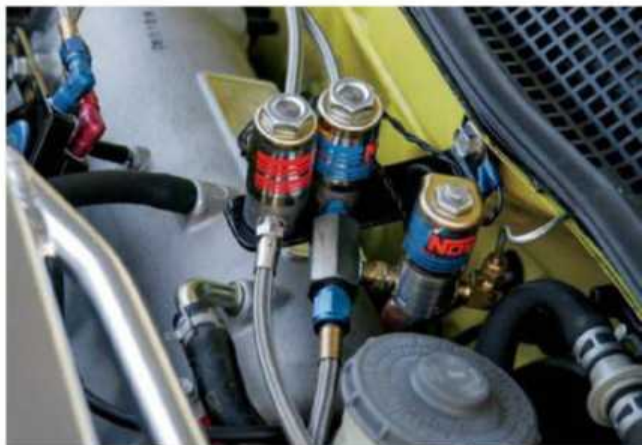
NITROUS IN ACTION

The show starts with some sort of bottle that's been filled with the pressurized compound and is, presumably, mounted someplace in your trunk. A valve located on the bottle must be opened before anything good can happen, though, and should typically remain closed if plans to squeeze aren't in your immediate future.

Meanwhile, someplace underneath the hood, a pair of electric solenoids awaits the signal to activate all of this and allows nitrous oxide and, in most cases, additional fuel to make their way into the combustion chambers. That signal can be as simple as you flicking a switch as soon as you realize the Camaro in the other lane is all of a sudden beating you or as complex as pre-programmed throttle, vehicle speed, or rpm parameters you set within whatever engine tuning package you've got.

>>Just in case the 467 hp from the 5.0L V-8 of the Lexus RC F we drove during last year's Gumball 3000 wasn't enough, we had a 100-shot Nitrous Express wet system at our disposal! Will nitrous work for you, too?

>>You can get into an entry-level nitrous kit with everything included for just a few hundred bucks. Cheap but temporary power...



A thorough nitrous system is also made up of all sorts of lines and fittings that connect the bottle to the solenoids, the intake manifold or piping, and the existing fuel system. Once it's reached the engine, metering jets distribute the right amount of nitrous oxide and fuel into the cylinders through some sort of injector or nozzle that's been threaded into the intake manifold or piping.



IS CHEMICAL INDUCTION FOR YOU?

If you're cheap and looking for quick and easy horsepower, then nitrous oxide might be for you. No other way are you going to be able to add more than 100 hp for less than a thousand bucks, all in an afternoon's work.

Installing a nitrous system might not take a whole lot of time, but that doesn't mean any bonehead with his own set of wrenches is up for the job. Calibrate those jets wrong or drill and tap for those nozzles like you've never done it before, for instance, and you could be down a whole lot of power or end up with an expensive pile of scrap metal. Use your head, though, install your system thoughtfully, be realistic when it comes to power goals, and your nitrous-induced engine can last for years. ■





GARAGE REVOLUTION

While putting together this issue, I got us thinking about other JDM supercars of the past... A car that's simply too badass to forget is Garage Revolution's Mazda RX-7. With its aero designed from a GT300 race car and made completely of dry carbon fiber, it weighed a hair above 2,100 pounds. It also pushed 500+hp from its built 13B, helping the RX-7 lap Tsukuba in the 53-second range six years ago. Where it is now? We're not too sure, but we still remember this FD3S as one of the most awesome time attack transformations of all time.

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WORDS Aaron Bonk PHOTOS Kevin Choi

Of all of Japan's 1990s wonder-cars, Mitsubishi's 3000GT VR-4 is perhaps the most unappreciated. It's heavy, its engine bay is cramped, and aftermarket support for it is dismal.

All George Melita will tell you, though, is

how, as a toddler running buck wild inside of a Mitsubishi dealership with his parents, he came face to face with the twin-turbo, all-wheel-drive machine. And despite being just a boy, he decided right then he'd someday own one. In the meantime, he schlepped out of there with a

bona fide sales brochure—one that, years later, he keeps stowed away within his VR-4's glovebox that, to the best of his recollection, resembles that showroom specimen down to the last detail.

Melita, who hails from New York and lives in Los Angeles, sourced the car—of which only 512



UNLOVED SUPERCAR

WHY, TWO DECADES
LATER, MITSUBISHI'S
3000GT VR-4 IS
BETTER THAN
YOU THOUGHT

were made that year—from Pennsylvania. Like all performance-minded Japanese machines of the era, the VR-4 was built in limited runs and not for the masses but instead for those who appreciate things like a pair of Mitsubishi turbos tied to their own bank of the twin-cam, 24-valve

V-6, a nearly indestructible Getrag gearbox, all-wheel-drive layout, and active front and rear spoilers that extend and retract depending on speed. All you care about, though, is that in its final iteration, the VR-4 mustered up 320 hp, which was a whole lot of power in its day—and

like any '90s Japanese sports car, left a whole lot of room for easy gains.

Gains that Melita welcomed with simple additions like a pair of bigger 13G turbos and more fuel by means of 450cc injectors and a higher-flowing pump. A front-mount intercooler



AWESOME 3000GT IN SS HISTORY

It's not every day we find a dope 3000GT... In fact, we haven't seen one as clean as George's since Warren Hoey's 510-whp black beauty featured in the December '11 issue of *Modified*. Visit superstreetonline.com to revisit this mean VR-4!



>>> "Hello, Work Japan? I'd like to order a set of custom SP1s for my VR-4!"

replaces the low-flowing factory pair, along with custom piping, and an HKS electronic boost controller dials in the Mitsubishi turbos with enough boost to put the massive six-cylinder near the 500hp mark.

As it turns out, 3000GTs don't need a whole lot of help standing out. As such, Melita was careful with exterior upgrades and limited them to Work Meister S1 three-piece modular wheels that he gloats as being the only such rims to have ever accompanied a 3000GT. He's also added a factory-issued mix of older headlights and a reworked front bumper to make way for the intercooler's respiratory wants.

The 3000GT—specifically the VR-4—has long gone unappreciated. Those who hold those sentiments, though, have sorely missed out. The VR-4, with its powerful (for its day) engine and drivetrain that'd make any driver feel safe, are traits that should secure its place as one of the '90s most important sports cars, and it shouldn't take a kid running through a dealership swiping sales brochures to tell you that. ■



»Replacement JDM turbos, upgraded fueling, and a few other bolt-ons help this 3.0L V-6 to the near-500hp mark.

TUNING MENU '97 MITSUBISHI 3000GT VR-4

OWNER GEORGE MELITA

HOMETOWN LOS ANGELES, CA

OCCUPATION GRAPHIC DESIGNER, OWNER OF CLEAN CULTURE

ENGINE JDM 13G turbochargers; custom front-mount intercooler, intake, exhaust; 3SX pre-turbo piping, radiator, engine dress-up kit; GReddy Type-S blow-off valve; Denso 450cc fuel injectors; Walbro 255-lph fuel pump; Stallen downpipe

DRIVETRAIN SPEC Stage 2 clutch

ENGINE MANAGEMENT APEXi SAFC 2 Super Airflow Converter; HKS EVC-S electronic boost controller; Innovate DB wideband controller

FOOTWORK & CHASSIS custom coilovers

WHEELS & TIRES 19x9.5" front, 19x10.5" rear Work Meister S1 3P wheels; 255/35R19 front, 265/30R19 rear Federal 595 tires

EXTERIOR custom front bumper; '94 headlights; Skillard custom splitter; Cienci custom duckbill; '99 rear center garnish
THANKS YOU Ray and Dave at Pampena Motorsports; Hans at Ground Zero Performance; Chris at Ninja Performance; Adam Bonini

THE VR-4

At about 3,800 lbs, Mitsubishi's 3000GT VR-4 is a tank. Its V6 engine is regarded as one of the most difficult to find one's way around. And with its electronically adjustable suspension, four-wheel steering, and active aero, it was also considered a bit overly complicated. And yet, the VR-4 is one of the most remarkable and underrated sports cars the '90s ever knew.

Badged as the GTO overseas, Mitsubishi big wigs developed the car to take on the likes of the NSX, Supra, 300ZX, and RX-7. They released it to American car buyers for the '91 model year all the way through '99. Underneath the hood lies a twin-cam and twin-turbo six-cylinder that leaves little room for anything else. Here, as much as 320 hp is on tap thanks to the pair of small but purposeful Mitsubishi 9G turbos, and a five- and later six-speed manual transmission was your only choice of gearbox.

Today, the VR-4's exterior is almost laughable with its commando wing and almost ostentatious body cladding. But before cracking a grin, know that the VR-4 introduced that look a good decade before *The Fast and the Furious* made you want to emulate it!

If you're tall, you won't like sitting inside, and if you've got arms, you'll find the VR-4's knobs and buttons at odds with you. And you won't care. The VR-4 wreaks of '90s excess and everything that a Japanese supercar ought to be. Finding one isn't as hard as you'd expect, though, and can be yours for well under \$20,000, depending on mileage and wear.

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Next month, we reveal the new Toyo Tires girls in our 2016 calendar!

Photo: Mike Sabouchi






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